

NACOmatic

Effective: 03-June-2010

Expires: 01-July-2010

Your Ad Here

~ 100,000 Page views/month

Contact:

Doug Ranz

248-318-0011

NACOmatic@hotmail.com

Warranty

I make absolutely no warranty nor guarantee whatsoever about the accuracy, availability, applicability and/or correctness of any of the information in this document.

The official, original NACO documents are available for your downloading pleasure from: <http://naco.faa.gov/index.asp?xml=naco/onlineproducts>

Copyright

This compilation is protected by US copyright laws and international copyright treaties.

Limitations

The sale, hosting and/or distribution of this document in any and all forms, is prohibited.

Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R. Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

| | | |
|--------------|---|-----|
| KY Min Alt#1 | - | 5 |
| KY Min Rdr#1 | - | 8 |
| KY Min TO#1 | - | 10 |
| 1A6 | - | 221 |
| 27K | - | 148 |
| 2I0 | - | 212 |
| 4M7 | - | 255 |
| 5M9 | - | 215 |
| 6I2 | - | 260 |
| 7K4 | - | 156 |
| AAS | - | 35 |
| BRY | - | 26 |
| BWG | - | 29 |
| CEY | - | 229 |
| CVG | - | 39 |
| DVK | - | 111 |
| DWU | - | 23 |
| EHR | - | 161 |
| EKQ | - | 222 |
| EKX | - | 115 |
| FFT | - | 144 |
| FGX | - | 130 |
| FTK | - | 139 |
| GLW | - | 151 |
| HOP | - | 134 |
| HVC | - | 164 |
| I39 | - | 253 |
| IOB | - | 226 |
| JKL | - | 168 |
| K20 | - | 159 |
| K22 | - | 250 |
| K24 | - | 170 |
| K62 | - | 119 |
| KY8 | - | 172 |
| LEX | - | 174 |
| LOU | - | 185 |
| LOZ | - | 181 |
| M21 | - | 155 |
| M25 | - | 217 |
| M97 | - | 224 |
| OWB | - | 232 |
| PAH | - | 241 |
| PBX | - | 247 |
| SDF | - | 192 |
| SME | - | 256 |
| TWT | - | 262 |
| TZV | - | 264 |
| W38 | - | 266 |

| | | |
|-------------------------|-----|-------|
| KY Mins - Alternates #1 | - | 5 |
| KY Mins - Radar #1 | - | 8 |
| KY Mins - Take-Off #1 | - | 10 |
| ASHLAND | DWU | - 23 |
| BARDSTOWN | BRY | - 26 |
| BOWLING GREEN | BWG | - 29 |
| CAMPBELLSVILLE | AAS | - 35 |
| COVINGTON | CVG | - 39 |
| DANVILLE | DVK | - 111 |
| ELIZABETHTOWN | EKX | - 115 |
| FALMOUTH | K62 | - 119 |
| FLEMINGSBURG | FGX | - 130 |
| FORT CAMPBELL | HOP | - 134 |
| FORT KNOX | FTK | - 139 |
| FRANKFORT | FFT | - 144 |
| GEORGETOWN | 27K | - 148 |
| GLASGOW | GLW | - 151 |
| GREENVILLE | M21 | - 155 |
| HARTFORD | 7K4 | - 156 |
| HAZARD | K20 | - 159 |
| HENDERSON | EHR | - 161 |
| HOPKINSVILLE | HVC | - 164 |
| JACKSON | JKL | - 168 |
| JAMESTOWN | K24 | - 170 |
| LEWISPORT | KY8 | - 172 |
| LEXINGTON | LEX | - 174 |
| LONDON | LOZ | - 181 |
| LOUISVILLE | LOU | - 185 |
| LOUISVILLE | SDF | - 192 |
| MADISONVILLE | 2I0 | - 212 |
| MARION | 5M9 | - 215 |
| MAYFIELD | M25 | - 217 |
| MIDDLESBORO | 1A6 | - 221 |
| MONTICELLO | EKQ | - 222 |
| MOREHEAD | M97 | - 224 |
| MOUNT STERLING | IOB | - 226 |
| MURRAY | CEY | - 229 |
| OWENSBORO | OWB | - 232 |
| PADUCAH | PAH | - 241 |
| PIKEVILLE | PBX | - 247 |
| PRESTONSBURG | K22 | - 250 |
| RICHMOND | I39 | - 253 |
| RUSSELLVILLE | 4M7 | - 255 |
| SOMERSET | SME | - 256 |
| SPRINGFIELD | 6I2 | - 260 |
| STURGIS | TWT | - 262 |
| TOMPKINSVILLE | TZV | - 264 |
| WILLIAMSBURG | W38 | - 266 |

INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ASHLAND, KY

ASHLAND RGNL RNAV (GPS) Rwy 10¹
 RNAV (GPS) Rwy 28¹
 VOR Rwy 10²

NA when local weather not available.

¹Category C, 900-2½; Category D, 900-2¾.

²Categories A, B, 1000-2; Categories C, D, 1000-3.

BOWLING GREEN, KY

BOWLING GREEN-WARREN

CITY RGNL RNAV (GPS) Rwy 3
 RNAV (GPS) Rwy 21
 VOR-A

NA when local weather not available.

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES

RGNL TN/VA ILS or LOC Rwy 5, 900-2¾
 ILS Rwy 23, 1000-3

NA when control tower closed.

CHATTANOOGA, TN

LOVELL FIELD ILS or LOC Rwy 2¹²
 ILS or LOC Rwy 20¹²
 RADAR-1³⁴
 RNAV (GPS) Rwy 2³⁵
 RNAV (GPS) Rwy 15¹⁶
 RNAV (GPS) Rwy 20⁵⁷
 RNAV (GPS) Rwy 33¹³
 VOR Rwy 33¹³

¹NA when control tower closed or when local weather not available.

²ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

⁴NA when control tower closed.

⁵NA when local weather not available.

⁶Category C, 800-2¼; Category D, 800-2½.

⁷Categories A,B,C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

CLARKSVILLE, TN

OUTLAW FIELD RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35

NA when local weather not available.

COLUMBIA/MOUNT PLEASANT, TN

MAURY COUNTY RNAV (GPS) Rwy 6
 RNAV (GPS) Rwy 24
 VOR/DME-A

NA when local weather not available.

Category D, 800-2¼.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY

INTL ILS or LOC Rwy 9
 ILS or LOC Rwy 18C
 ILS or LOC Rwy 18L
 ILS or LOC Rwy 18R
 ILS or LOC Rwy 27
 ILS or LOC Rwy 36C
 ILS or LOC Rwy 36L
 ILS or LOC Rwy 36R

ILS, Category D, 700-2.

COVINGTON, TN

COVINGTON MUNI RNAV (GPS) Rwy 1
 NA when local weather not available.

DYERSBURG, TN

DYERSBURG RGNL RNAV (GPS) Rwy 4¹
 RNAV (GPS) Rwy 22¹
 NDB-A²
 VOR -A¹
 VOR /DME Rwy 4¹

¹NA when local weather not available.

²NA when FBO closed or local weather not available.

ELIZABETHTON, TN

ELIZABETHTON MUNI RNAV (GPS) Rwy 6
 NA when local weather not available.
 Categories A,B, 1700-2; Category C, 1700-3.

²Category D, 800-21¼.

NAME ALTERNATE MINIMUMS

OWENSBORO, KY

OWENSBORO-DAVIESS

COUNTY ILS or LOC Rwy 36¹²³RNAV (GPS) Rwy 18²⁴RNAV (GPS) Rwy 23²⁴RNAV (GPS) Rwy 36²⁴VOR or GPS Rwy 18¹⁴VOR Rwy 5¹⁵VOR Rwy 18¹⁴VOR Rwy 36²⁴¹NA when control tower closed.²NA when local weather not available.³ILS, Category C, 800-2; Category D, 800-2½.

LOC, Category D, 800-2½.

⁴Category D, 800-2½.⁵Category C, 800-2½; Category D, 800-2½.

PADUCAH, KY

BARKLEY RGNL ILS or LOC Rwy 4¹

RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 22

VOR Rwy 4

NA when local weather not available.

¹NA when tower closed.

PRESTONSBURG, KY

BIG SANDY RGNL RNAV (GPS) Rwy 21

NA when local weather not available

ROCKWOOD, TN

ROCKWOOD MUNI RNAV (GPS) Rwy 22

VOR/DME Rwy 22

NA when local weather not available.

SHELBYVILLE, TN

BOMAR FIELD-

SHELBYVILLE MUNI RNAV (GPS) Rwy 18

RNAV (GPS) Y Rwy 36

RNAV (GPS) Z Rwy 36¹

VOR Rwy 36

NA when local weather not available.

¹Category C, 800-2½; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SMYRNA, TN

SMYRNA ILS Rwy 32¹³NDB Rwy 32¹²RNAV (GPS) Rwy 14²RNAV (GPS) Rwy 32²VOR/DME Rwy 14²VOR/DME Rwy 32²¹NA when control tower closed.²NA when local weather not available.³ILS, Category D, 700-2.

SOMERSET, KY

LAKE CUMBERLAND

RGNL ILS or LOC/DME Rwy 5¹RNAV (GPS) Y Rwy 5²RNAV (GPS) Z Rwy 5²RNAV (GPS) Rwy 23³

NA when local weather not available.

¹ILS, Category A, 700-2; Category B, 800-2;

Category C, 800-2½; Category D, 900-2½.

LOC, Category C, 800-2½; Category D, 900-2½.

²Category C, 800-2½; Category D, 900-2½.³Category C, 800-2½; Category D, 800-2½.

UNION CITY, TN

EVERETT-STEWART RNAV (GPS) Rwy 1

RNAV (GPS) Rwy 19

NA when local weather not available.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY

COUNTY RNAV (GPS) Rwy 2¹


RNAV (GPS) Rwy 20

VOR/DME Rwy 20²

NA when local weather not available.

¹Categories A, B, 1300-2; Categories C, D, 1300-3.²Category D, 900-3.

CAMPBELL AAF (KHOP), (FORT CAMPBELL), KY (Orig 10098 USA)

RADAR¹¹ - (E) 134.350x 237.5x 395.9x 258.3x 290.9x 

ELEV 572

| | <u>RWY</u> | <u>GS/TCH/RPI</u> | <u>CAT</u> | <u>DH/</u> <u>MDA-VIS</u> | <u>HAT/</u> <u>HATH/</u> <u>HAA</u> | <u>CEIL-VIS</u> | |
|-----------------------|-----------------------|-------------------|------------|------------------------------|---|-----------------|--|
| RADAR-1 ¹³ | | | | | | | |
| ASR | 5 ^{1 4 8 10} | | ABC | 940-1 | 384 | (400-1) | |
| | | | DE | 940-1¼ | 384 | (400-1¼) | |
| | 23 ^{5 9 10} | | AB | 980/40 | 408 | (500-¾) | |
| | | | CD | 980/50 | 408 | (500-1) | |
| | | | E | 980/60 | 408 | (500-1¼) | |
| CIR ¹² | 5-23 | | A | 1020-1 | 448 | (500-1) | |
| | | | B | 1040-1 | 468 | (500-1) | |
| | | | C | 1040-1½ | 468 | (500-1½) | |
| | | | DE | 1140-2 | 568 | (500-2) | |
| RADAR-2 | | | | | | | |
| PAR ¹⁴ | 5 ^{1 2 3 4} | 3.0/50/941 | ABCDE | 756-¾ | 200 | (200-¾) | |
| | 23 ^{2 3 5} | 3.0/55/1143 | ABCDE | 772/40 | 200 | (200-¾) | |
| | 36 ^{1 3 6 7} | 3.0/45/814 | ABC | 808-1 | 250 | (300-1) | |

¹Apch not auth when R-3701, R-3702A in use. ²FAF 4.9 miles from threshold. ³Glideslope intercept altitude 2200. ⁴Final approach course 045. ⁵Final approach course 225. ⁶FAF 5.0 miles from threshold. ⁷Final approach course 360. ⁸Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240. ⁹Recommended altitude 4 miles: 1880, 3 miles: 1580, 2 miles: 1260. ¹⁰FAF 5.0 miles from threshold, minimum altitude 2200. ¹¹Lost Comm: As directed by ATC on initial contact. ¹²Circling NA SE of Rwy 5-23.

Missed Approach:

Rwy 5: Climb to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

Rwy 23: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

Rwy 36: Climb to 1200, then climbing right turn to 2500 direct FK LOM and hold NE, RT hdg 225 inbound.

Radar Missed Approach: Climb to 2200 for radar vectors.

¹³Radar Missed Approach: Climb to 2200 for radar vectors.

¹⁴PAR unavabl Sat-Sun 2300-0700Z++.

RADAR INSTRUMENT APPROACH MINIMUMS

CHATTANOOGA, TN

Amdt. 9, OCT 27, 2005 (FAA)

ELEV 682

LOVELL FIELD

RADAR- 125.1 379.1 

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATH/ HAA CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATH/ HAA CEIL-VIS |
|----------|-----|------------|-----|-----------------|-------------------------------|-----|-----------------|-------------------------------|
| ASR | 2 | | AB | 1140 /24 | 458 (500-½) | C | 1140 /40 | 458 (500-¾) |
| | | | D | 1140 /50 | 458 (500-1) | | | |
| | 20 | | AB | 1260 /24 | 587 (600-½) | C | 1260 /50 | 587 (600-1) |
| | | | D | 1260 /60 | 587 (600-1¼) | | | |
| | 33 | | AB | 1340 -1 | 669 (700-1) | C | 1340 -1¾ | 669 (700-1¾) |
| | | | D | 1340 -2 | 669 (700-2) | | | |
| CIRCLING | | | AB | 1340 -1 | 658 (700-1) | C | 1340 -1¾ | 658 (700-1¾) |
| | | | D | 1460 -2½ | 778 (800-2½) | | | |


When control tower closed, procedure not authorized.

KNOXVILLE, TN

Amdt. 22, MAY 12, 2005 (FAA)

ELEV 981

MC GHEE-TYSON


RADAR- 123.9 360.8 

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATH/ HAA CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATH/ HAA CEIL-VIS |
|-----|-----|------------|-----|-----------------|-------------------------------|-----|-----------------|-------------------------------|
| ASR | 5R | | AB | 1420 -1 | 461 (500-1) | C | 1420 -1¼ | 461 (500-1¼) |
| | | | D | 1420 -1½ | 461 (500-1½) | | | |
| | 5L | | AB | 1420 /24 | 467 (500-½) | C | 1420 /40 | 467 (500-¾) |
| | | | D | 1420 /50 | 467 (500-1) | | | |
| | 23R | | AB | 1520 /40 | 539 (600-¾) | C | 1520 /50 | 539 (600-1) |
| | | | D | 1520 /60 | 539 (600-1¼) | | | |
| ASR | 23L | | AB | 1520 -1¼ | 555 (600-1¼) | C | 1520 -1½ | 555 (600-1½) |
| | | | D | 1520 -1¾ | 555 (600-1¾) | | | |
| | | | AB | 1520 -1¼ | 539 (600-1¼) | C | 1540 -1½ | 559 (600-1½) |
| | | | D | 1620 -2 | 639 (600-2) | | | |
| | | | AB | 1520 -1¼ | 539 (600-1¼) | C | 1540 -1½ | 559 (600-1½) |
| | | | D | 1620 -2 | 639 (600-2) | | | |

For inoperative ALSF-2 Rwy 23R and MALSR Rwy 5L increase CAT E visibility ½ mile.

SABRE AHP (EOD), TN (Fort Campbell), (Amdt 3A, 10126 USA)

ELEV 593

RADAR - (E) 118.1 340.9  NA

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATH/ HAA | CEIL-VIS |
|-----|-----|------------|--------|----------------|----------------------|----------|
| ASR | 23 | | COPTER | 1060-½ | 473 | (500-½) |
| | 5 | | COPTER | 1100-½ | 507 | (600-½) |

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ASHLAND, KY

ASHLAND RGNL (DWU)

AMDT 4 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 600-2¾ or std. w/ a min. climb of 430' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 103° to 1200 before proceeding on course. **Rwy 28**, climb heading 283° to 1100 before turning right.

NOTE: **Rwy 10**, trees beginning 1.96 NM from departure end of runway, 1810' left of centerline, up to 100' AGL/ 979' MSL. Trees beginning 1.18 NM from departure end of runway, 2051' left of centerline, 100' AGL/899' MSL. **Rwy 28**, trees beginning 200' from departure end of runway, 25' left of centerline, up to 100' AGL/640' MSL. Trees beginning 203' from departure end of runway, 341' left of centerline, up to 100' AGL/659' MSL.

NAME TAKE-OFF MINIMUMS

ATHENS, TN

MCMINN COUNTY (MMI)

AMDT 1 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 400-2¾ or std. w/ min. climb of 230' per NM to 1800 or 1700 - 3 for climb in visual conditions. **Rwy 20**, std. w/ min. climb of 280' per NM to 4900 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 022° to 2200 before turning right or for climb in visual conditions: cross McMinn County airport at or above 2400 before proceeding on course. **Rwy 20**, climb heading 202° to 1900 before turning left or for climb in visual conditions: cross McMinn County airport at or above 2400 before proceeding on course.

NOTE: **Rwy 2**, trees beginning 420' from DER, 444' right of centerline, up to 69' AGL/988' MSL. Trees beginning 742' from DER, 1464' left of centerline, up to 102' AGL/ 1061' MSL. **Rwy 20**, trees and terrain beginning 43' from DER, 166' right of centerline, up to 49' AGL/868' MSL. Trees beginning 283' from DER, 407' left of centerline, up to 45' AGL/864' MSL.

BARDSTOWN, KY

SAMUELS FIELD

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 1100 before turning east.

BOLIVAR, TN

WILLIAM L. WHITEHURST FIELD

TAKE-OFF MINIMUMS: **Rwy 1**, 200-1. **Rwy 19**, 300-1.

BOWLING GREEN, KY

BOWLING GREEN-WARREN COUNTY RGNL
TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.

BRISTOL-JOHNSON-KINGSPORT, TN

TRI-CITIES RGNL, TN/VA

TAKE-OFF MINIMUMS: **Rwy 5**, std. with a min. climb of 242' per NM to 2400, or 1000-3 for climb in visual conditions. **Rwy 23**, 300-1½ or std. with a min. climb of 294' per NM to 1700. **Rwy 27**, 400-2¼ or std. with a min. climb of 524' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. For climb in visual conditions: Cross Tri-Cities Rgnl TN/VA airport at or above 2500 then climbing left turn via heading 042° and GZG VOR/DME R-219 to 3500 before proceeding on course. **Rwy 9**, climb via heading 094° then climbing left turn via GZG VOR/DME R-200 to 5400 before proceeding on course. **Rwy 23**, climb via heading 228° then climbing right turn via HMV VORTAC R-260 to 3700 before proceeding on course. **Rwy 27**, climb via heading 274° to 2800 before proceeding on course.

NOTE: **Rwy 5**, trees beginning 2048' from departure end of runway, 936' left of centerline, up to 90' AGL/1599' MSL. **Rwy 9**, tree 51' from departure end of runway, 389' left of centerline, 38' AGL/1528' MSL. Tree 264' from departure end of runway, 370' right of centerline, 46' AGL/1566' MSL. **Rwy 23**, trees beginning 3994' from departure end of runway, 149' right of centerline, up to 95' AGL/1645' MSL. Tree 3755' from departure end of runway, 299' left of centerline, 75' AGL/1592' MSL. Trees beginning 4056' from departure end of runway, within 10' of centerline, up to 95' AGL/1659' MSL. **Rwy 27**, radar antenna 4642' from departure end of runway, 588' left of centerline, 116' AGL/1811' MSL. Pipe beginning 339' from departure end of runway, 309' left of centerline, 26' AGL/1528' MSL. Trees beginning 1091' from departure end of runway, 348' left of centerline, up to 92' AGL/1756' MSL. Trees beginning 2823' from departure end of runway, 321' right of centerline, up to 100' AGL/1799' MSL. Pole 4666' from departure end of runway, 12' left of centerline, 53' AGL/1735' MSL. Pole 2660' from departure end of runway, 728' left of centerline, 18' AGL/1638' MSL. Terrain 12' from departure end of runway, 381' right of centerline, 0' AGL/1552' MSL.

CAMDEN, TN

BENTON COUNTY (0M4)

AMDT 1 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 037° to 900 before turning left.

NOTE: **Rwy 4**, trees beginning 539' from DER, 25' right of centerline, up to 100' AGL/534' MSL. Trees beginning 1067' from DER, 57' left of centerline, up to 100' AGL/549' MSL. Utility poles beginning 951' from DER, 325' left of centerline, 40' AGL/501' MSL. **Rwy 22**, trees beginning 1158' from DER, 597' left of centerline, up to 100' AGL/619' MSL. Trees beginning 1753' from DER, 925' right of centerline, up to 100' AGL/549' MSL.

CAMPBELL AAF (KHOP),

FORT CAMPBELL, KY. 08129

Rwy 5, 18, 23, 36 standard.

TAKE-OFF OBSTACLES: **Rwy 18**, Touchdown reflector 85' from DER, 109' left of centerline, 4' AGL/564' MSL. Touchdown reflector 104' from DER, 109' right of centerline, 4' AGL/563' MSL.

Rwy 23, Tree line 1029' from DER, 541' left of centerline, 60' AGL/590' MSL. **Rwy 36**, Tree line 1199' from DER, 591' left of centerline, 60' AGL/607' MSL.

CENTERVILLE, TN

CENTERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 200-1.

CHATTANOOGA, TN

LOVELL FIELD (CHA)

AMDT 11 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-2¼ or std. with a min. climb of 360' per NM to 1100. **Rwy 33**, 500-3 or std. with a min. climb of 330' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 2**, climb via heading 019° to 2400 before turning. **Rwy 15**, climb via heading 147° to 1400 before turning. **Rwy 20**, climb via heading 199° to 2200 before turning. **Rwy 33**, climbing right turn heading 020° to 2900 before proceeding on course.

NOTE: **Rwy 2**, train 868' from DER, 596' right of centerline, 26' AGL/695' MSL. Trees beginning 937' from DER, 284' right of centerline, up to 80' AGL/738' MSL. Trees beginning 1466' from DER, 283' left of centerline, up to 80' AGL/744' MSL. **Rwy 15**, trees beginning 343' from DER, 197' right of centerline, up to 91' AGL/770' MSL. Vehicles on roadway, 489' from DER, on centerline, 17' AGL/687' MSL. Trees beginning 537' from DER, 242' left of centerline, up to 97' AGL/767' MSL. Poles 1011' from DER, 292' right of centerline, up to 130' AGL/809' MSL. Tree 4960' from DER, 1054' left of centerline, up to 103' AGL/917' MSL. Poles beginning 1.01 NM from DER, 1012' left of centerline, up to 86' AGL/946' MSL. Trees beginning 1.18 NM from DER, 351' right of centerline, up to 92' AGL/935' MSL. Trees beginning 1.83 NM from DER, 1883' left of centerline, up to 110' AGL/952' MSL.

Rwy 20, Tree 641' from DER, 538' left of centerline, 50' AGL/712' MSL. Trees beginning 2924' from DER, 910' right of centerline, up to 100' AGL/782' MSL. **Rwy 33**, trees beginning 236' from DER, 519' right of centerline, 50' AGL/719' MSL. Trees beginning 468' from DER, 264' left of centerline, 50' AGL/669' MSL. Trees beginning 478' from DER, 281' right of centerline, 60' AGL/717' MSL. Trees beginning 2424' from DER, 375' right of centerline, 60' AGL/787' MSL. Tree 4482' from DER, 262' right of centerline, 100' AGL/800' MSL. Tree 1.09 NM from DER, 1371' left of centerline, 100' AGL/845' MSL. Trees beginning 1.19 NM from DER, 3644' right of centerline, 100' AGL/947' MSL. Tree 1.53 NM from DER, 2884' right of centerline, up to 100' AGL/935' MSL, tree 1.75 NM from DER, 2483' left of centerline, up to 100' AGL/972' MSL.

CLARKSVILLE, TN

OUTLAW FIELD

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. w/ min. climb of 240' per NM to 800. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 5**, multiple trees beginning 29' from departure end of runway, 135' right of centerline, up to 100' AGL/650' MSL. Multiple trees beginning 787' from departure end of runway, 225' left of centerline, up to 100' AGL/626' MSL. Road 41' from departure end of runway, 122' right of centerline, up to 15' AGL/541' MSL. Terrain 32' from departure end of runway, 414' right of centerline, 0' AGL/535' MSL. **Rwy 17**, multiple trees and poles beginning 14' from departure end of runway, 251' right of centerline, up to 100' AGL/621' MSL. Multiple trees beginning 174' from departure end of runway, 212' left of centerline, up to 59' AGL/608' MSL. **Rwy 23**, multiple trees beginning 184' from departure end of runway, 61' right of centerline, up to 100' AGL/593' MSL. Multiple trees beginning 912' from departure end of runway, 106' left of centerline, up to 100' AGL/590' MSL. Road 162' from departure end of runway, 7' right of centerline, up to 15' AGL/551' MSL. Cross on church 752' from departure end of runway, 237' left of centerline, 52' AGL/587' MSL. **Rwy 35**, multiple trees, poles, and buildings beginning 929' from departure end of runway, 249' left of centerline, up to 75' AGL/645' MSL. Multiple trees, poles and transmission towers beginning 959' from departure end of runway, 147' right of centerline, up to 100' AGL/695' MSL.

CLEVELAND, TN

HARDWICK FIELD

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 380' per NM to 1800. **Rwy 21**, 400-2% or std. with a min. climb of 230' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 3**, climb via heading 030° to 1800 before proceeding on course. **Rwy 21**, climbing right turn to 1900 direct GQO VORTAC before proceeding on course.

NOTE: **Rwy 3**, tree 845' from departure end of runway, 211' left of centerline, 89' AGL/963' MSL. Tree 4462' from departure end of runway, 1617' left of centerline, 100' AGL/1119' MSL. **Rwy 21**, tree 479' from departure end of runway, 222' right of centerline, 38' AGL/866' MSL. Tower 2.1 NM from departure end of runway, 1809' left of centerline, 305' AGL/1225' MSL.

COLUMBIA-MT. PLEASANT, TN

MAURY COUNTY

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 400-1.

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 1800 before turning right.

COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AMDT 1 10098 (FAA)

NOTE: **Rwy 9**, trees beginning 4562' from DER, 900' left of centerline, up to 94' AGL/1003' MSL. Trees 3385' from DER, 1117' right of centerline, up to 59' AGL/988' MSL. **Rwy 18C**, trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL. Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL. **Rwy 18R**, trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL. **Rwy 36C**, trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL. **Rwy 36R**, light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL. Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

COVINGTON, TN

COVINGTON MUNI

NOTE: **Rwy 1**, vehicle on road 513' from departure end of runway, 13' right of centerline, up to 15' AGL/294' MSL.

Rwy 19, trees beginning 4626' from departure end of runway, 814' left of centerline, up to 100' AGL/399' MSL.

CROSSVILLE, TN

CROSSVILLE MEMORIAL-WHITSON FIELD

NOTE: **Rwy 8**, trees 31' from departure end of runway, 499' left of centerline, 60' AGL/1905' MSL. Trees 572' from departure end of runway, 499' left of centerline, 75' AGL/1889' MSL. Trees 8' from departure end of runway, 438' right of centerline, 30' AGL/1873' MSL. Bush 76' from departure end of runway, 213' right of centerline, 8' AGL/1872' MSL. **Rwy 26**, tree 43' from departure end of runway, 468' left of centerline, 26' AGL/1910' MSL. Numerous trees 94 to 576' from departure end of runway, 355 to 583' right of centerline, 40 to 70' AGL/1901 to 1927' MSL. Pole 141' from departure end of runway, 474' right of centerline, 50' AGL/1914' MSL. Tree 1083' from departure end of runway, 363' right of centerline, 74' AGL/1922' MSL. Tree 343' from departure end of runway, 538' left of centerline, 68' AGL/1939' MSL.

DANVILLE, KY

STUART POWELL FIELD (DVK)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, N/A - Obstacles. **Rwy 30**, 400 2% or std. w/ min. climb of 284' per NM to 1600.

NOTES: **Rwy 12**, Trees beginning 1938' from departure end of runway, 604' left of centerline, up to 100' AGL/1100' MSL. Trees beginning 1536' from departure end of runway, 711' right of centerline, up to 100' AGL/1119' MSL. **Rwy 30**, Trees beginning 8' from departure end of runway, 21' left of centerline up to 100' AGL/1075' MSL. Building 247' from departure end of runway, 280' left of centerline, 12' AGL/1025' MSL. Trees beginning 1.4NM from departure end of runway, 2725' left of centerline, up to 100' AGL/1399' MSL. Obstruction light DME and trees beginning 460' from departure end of runway, 114' right of centerline, up to 100' AGL/1105' MSL.

DAYTON, TN

MARK ANTON

DEPARTURE PROCEDURE: **Rwys 3,21**, climb runway heading to 2500 before turning west.

DICKSON, TN

DICKSON MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 340' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 1400 before turning.

NOTE: **Rwy 17**, tower 9464' from departure end of runway, 2386' right of centerline, 306' AGL/1246' MSL.

Rwy 35, trees 4589' from departure end of runway, 1555' left of centerline, 100' AGL/1039' MSL.

DYERSBURG, TN

DYERSBURG RGNL

NOTE: **Rwy 4**, trees 445' from departure end of runway, 400' left of centerline, 90' AGL/395' MSL.

Rwy 22, trees 1320' from departure end of runway, 490' right of centerline, 103' AGL/378' MSL.

ELIZABETHTON, TN

ELIZABETHTON MUNI

TAKE-OFF MINIMUMS: **Rwy 6**, NA-obstacles. **Rwy 24**, 600-2 w/ min. climb of 380' per NM to 7000 or 3500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 24**, climb heading 244° to 3300 before proceeding on course. For climb in visual conditions cross Elizabethton Muni Airport at or above 4900 before proceeding on course.

NOTE: **Rwy 24**, numerous trees beginning 1655' from departure end of runway, 931' right of centerline, up to 100' AGL/2099' MSL. Numerous trees 1.36 NM from departure end of runway, 2353' left of centerline, up to 100' AGL/2179' MSL. Power line 5898' from departure end of runway, 973' left of centerline, up to 200' AGL/1759' MSL. Power line 1.13 NM from departure end of runway, 584' right of centerline, up to 200' AGL/1849' MSL.

ELIZABETHTOWN, KY

ADDINGTON FIELD

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° to 1800 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1404' from departure end of runway, 466' left of centerline, up to 96' AGL/835' MSL. **Rwy 23**, multiple trees and powerlines beginning 7' from departure end of runway, 372' left of centerline, up to 100' AGL/899' MSL. Multiple trees and powerlines beginning 2416' from departure end of runway, 25' right of centerline, up to 100' AGL/869' MSL.

FALMOUTH, KY

GENE SNYDER

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1½ or std. w/ a min. climb of 417' per NM to 1300.

NOTE: **Rwy 3**, tower 5831' from departure end of runway, 340' left of centerline, 106' AGL/1037' MSL. **Rwy 21**, trees beginning 300' from departure end of runway, left and right of centerline, up to 100' AGL/979' MSL.

FAYETTEVILLE, TN

FAYETTEVILLE MUNI

NOTE: **Rwy 2**, trees 820' from departure end of runway, 520' left of centerline, 70' AGL/1052' MSL. Trees 2430' from departure end of runway, 25' right of centerline, 78' AGL/1050' MSL. **Rwy 20**, trees 875' from departure end of runway, 420' left of centerline, 65' AGL/996' MSL. Trees 1370' from departure end of runway, 60' right of centerline, 65' AGL/1014' MSL. Trees 1720' from departure end of runway, 300' left of centerline, 60' AGL/1008' MSL. Trees 2070' from departure end of runway, 200' left of centerline, 70' AGL/1029' MSL.

FLEMINGSBURG, KY

FLEMING-MASON (FGX)

ORIG 09127 (FAA)

NOTE: **Rwy 7**, tree 53' from DER, 498' right of centerline, 50' AGL/929' MSL. **Rwy 25**, tree 126' from DER, 158' right of centerline, 34' AGL/914' MSL. Tree 525' from DER, 152' right of centerline, 41' AGL/921' MSL. Tree 505' from DER, 127' right of centerline, 38' AGL/918' MSL. Tree 587' from DER, 201' right of centerline, 40' AGL/920' MSL.

FRANKFORT, KY

CAPITAL CITY

NOTE: **Rwy 6**, tree 1238' from departure end of runway, 828' left of centerline, 60' AGL/879' MSL. Tree 1933' from departure end of runway, 937' left of centerline, 37' AGL/896' MSL. Tree 1986' from departure end of runway, 767' left of centerline, 55' AGL/894' MSL. Tree 1631' from departure end of runway, 675' left of centerline, 63' AGL/872' MSL. Tree 2151' from departure end of runway, 142' left of centerline, 59' AGL/878' MSL. Tree 2133' from departure end of runway, 489' right of centerline, 49' AGL/876' MSL. **Rwy 24**, tree 1745' from departure end of runway, 908' right of centerline, 80' AGL/909' MSL. Tree 1967' from departure end of runway, 847' right of centerline, 81' AGL/900' MSL. Tree 887' from departure end of runway, 736' from centerline, 70' AGL/869' MSL.

GALLATIN, TN

SUMNER COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 35**, trees 913' from departure end of runway, 278' left of centerline, 71' AGL/655' MSL. Trees 5701' from departure end of runway, 175' right of centerline, 100' AGL/839' MSL.

GEORGETOWN, KY

GEORGETOWN SCOTT COUNTY - MARSHALL FLD (27K)

ORIG 08045 (FAA)

NOTE: **Rwy 3**, Trees 3572' from departure end of runway, 162' left of centerline, 95' AGL/1042' MSL. **Rwy 21**, Vehicle on road 270' from departure end of runway, 51' left of centerline, 15' AGL/944' MSL.

GLASGOW, KY

GLASGOW MUNI (GLW)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. w/ min. climb of 656' per NM to 1000. **Rwy 25**, 300-1 or std. w/ min. climb of 281' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 073° to 1200 before proceeding southbound.

NOTE: **Rwy 7**, tree 2116' from departure end of runway, 1048' left of centerline, 100' AGL/889' MSL. Tree 2335' from departure end of runway, 910' left of centerline, 100' AGL/869' MSL. Terrain beginning 48' from departure end of runway, 9' left of centerline, up to 0' AGL/785' MSL. Terrain beginning 182' from departure end of runway, 68' right of centerline, up to 0' AGL/729' MSL. Tree 2047' from departure end of runway, 1039' left of centerline, up to 100' AGL/889' MSL. **Rwy 25**, multiple trees beginning 4669' from departure end of runway, 782' left and right of centerline, 100' AGL/869' MSL.

GODMAN AAF (KFTK)

FORT KNOX, KY

..... Rwy 15, 300-1
Rwy 15, 18, 33, 36, climb runway heading to 1200 before turning.

GREENEVILLE, TN

GREENEVILLE-GREENE COUNTY MUNI

(GCY)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 400-1¼. **Rwy 23**, 300-1¼ or std. w/ min. climb of 337' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 5**, climb heading 051° to 4100 before turning right. **Rwy 23**, climb heading 231° to 4400 before turning left.

NOTE: **Rwy 5**, trees 694' from DER, 302' left of centerline, 100' AGL/1719' MSL. Trees beginning 1035' from DER, 707' right of centerline, up to 100' AGL/1959' MSL. **Rwy 23**, trees 1347' from DER, 162' left of centerline, 100' AGL/1679' MSL. Trees 2665' from DER, 1193' right of centerline, 100' AGL/1699' MSL. Tower 1 NM from DER, 163' left of centerline, 125' AGL/1770' MSL.

GREENVILLE, KY

MUHLENBURG COUNTY

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.**HARTFORD, KY**

OHIO COUNTY (7K4)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-3 or std. w/ min. climb of 255' per NM to 1200.

NOTE: **Rwy 3**, trees 460' from departure end of runway, 232' left of centerline, 47' AGL/582' MSL. Terrain beginning 23' from departure end of runway, 197' right of centerline, up to 579' MSL. Tower 2.5 NM from departure end of runway, 3516' right of centerline, 290' AGL/950' MSL. **Rwy 21**, trees 295' from departure end of runway, 26' left of centerline, 18' AGL/548' MSL.

HAZARD, KY

WENDELL H. FORD

TAKE-OFF MINIMUMS: **Rwys 6, 14**, 400-1.**Rwys 24, 32**, 300-1.

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 2000 before turning on course.

HENDERSON, KY

HENDERSON CITY-COUNTY

DEPARTURE PROCEDURE: **Rwy 9**, climb to 800 on runway heading before turning north.

HOHENWALD, TN

JOHN A. BAKER FIELD (0M3)

ORIG 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or std. w/ min. climb of 246' per NM to 1300.

NOTE: **Rwy 2**, vehicle on road, 16' from DER, 121' right of centerline, up to 17' AGL/996' MSL. Vehicles on road 119' from DER, left and right of centerline, up to 17' AGL/996' AGL. Trees beginning 812' from DER, left and right of centerline, up to 100' AGL/1099' MSL.

Rwy 20, trees beginning 655' from DER, 544' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 1682' from DER, 597' left of centerline, up to 100' AGL/1059' MSL. Powerlines, 1.2 NM from DER, left and right of centerline, up to 169' AGL/1149' MSL.

HOPKINSVILLE, KY

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

AMDT 1 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. w/ min. climb of 275' per NM to 800. **Rwy 26**, 300-1¼ or std. w/ min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 080° to 800 before proceeding on course. **Rwy 26**, climb heading 258° to 1100 before turning north.

NOTE: **Rwy 8**, trees beginning 2876' from departure end of runway, 97' right of centerline, up to 100' AGL/669' MSL. Powerlines 3454' from departure end of runway, 852' left of centerline, 79' AGL/658' MSL. Trees beginning 3463' from departure end of runway, 1049' left of centerline, up to 100' AGL/739' MSL. **Rwy 26**, trees beginning 61' from departure end of runway, 2' left of centerline, up to 100' AGL/639' MSL. Trees beginning 758' from departure end of runway, 353' right of centerline, up to 100' AGL/629' MSL. Tower 2260' from departure end of runway, 582' left of centerline, 130' AGL/670' MSL. Elevator, 1.4 miles from departure end of runway, 1278' right of centerline, 201' AGL/780' MSL.

HUMBOLDT, TN

HUMBOLDT MUNI

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1. **Rwy 22**, 200-1.**HUNTINGDON, TN**

CARROLL COUNTY

DEPARTURE PROCEDURE: **Rwy 1**, climb runway heading to 1100 before turning west.

JACKSBORO, TN**CAMPBELL COUNTY**

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ min. climb of 477' per NM to 3400, or 200-1 w/ min. climb of 308' per NM to 3400, or 1600-2½ for climb in visual conditions. **Rwy 23**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 3400 before proceeding on course or for climb in visual conditions: cross Campbell County Airport at or above 2600 then proceed on VVX R-336 to 3600 before proceeding on course. Do not exceed 210 KIAS until established on VVX R-336 southeast bound.

NOTE: **Rwy 5**, multiple trees beginning 369' from departure end of runway, 579' right of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 2672' from departure end of runway, 140' left of centerline, up to 100' AGL/1339' MSL.

JACKSON, KY**JULIAN CARROLL**

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1 or std. with a min. climb of 250' per NM to 1900.

NOTE: **Rwy 1**, tree 2 miles north of departure end of runway, on centerline, 100' AGL/1700' MSL.

JACKSON, TN**MCKELLAR / SIPES RGNL (MKL)****AMDT 1 09127 (FAA)**

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 023° to 1100 before turning right.

NOTE: **Rwy 2**, vehicles on roadway beginning 489' from DER, 594' left of centerline, up to 15' AGL/439' MSL. Trees beginning 782' from DER, 97' left of centerline, up to 100' AGL/491' MSL. Poles and trees beginning 880' from DER, 599' of centerline, up to 100' AGL/456' MSL. Antenna 2043' from DER, 947' left of centerline, 61' AGL/470' MSL. **Rwy 11**, trees beginning 787' from DER, 71' left of centerline, up to 77' AGL/476' MSL. Trees beginning 1080' from DER, 215' right of centerline, up to 100' AGL/509' MSL. **Rwy 20**, vehicles on roadway beginning 41' from DER, 221' right of centerline, up to 15' AGL/444' MSL. Trees beginning 2970' from DER, 877' left of centerline, up to 100' AGL/528' MSL. Trees beginning 2416' from DER, 1040' right of centerline, up to 100' AGL/532' MSL. Powerlines beginning 1893' from DER, 972' right of centerline, 40' AGL/499' MSL. **Rwy 29**, light pole 40' from DER, 402' left of centerline, 70' AGL/449' MSL. Vehicles on roadway beginning 165' from DER, left and right of centerline, up to 17' AGL/434' MSL. Trees beginning 1362' from DER, 360' right of centerline, up to 100' AGL/486' MSL. Trees beginning 1738' from DER, 55' left of centerline, up to 100' AGL/499' MSL.

JAMESTOWN, KY**RUSSELL COUNTY (K24)****ORIG 08017 (FAA)**

NOTE: **Rwy 17**, trees 2071' from departure end of runway, 234' right of centerline, 54' AGL/1012' MSL. **Rwy 35**, trees 2500' from departure end of runway, 99' left of centerline, 65' AGL/1076' MSL.

JAMESTOWN, TN**JAMESTOWN MUNI (2A1)****ORIG 09267 (FAA)**

NOTE: **Rwy 18**, trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL. **Rwy 36**, trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

JASPER, TN**MARION COUNTY-BROWN FIELD**

TAKE-OFF MINIMUMS: **Rwy 4**, 1600-2 or std. with a min. climb of 410' per NM to 2400. **Rwy 22**, 1300-2 or std. with a min. climb of 260' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 025° to 4000 before proceeding on course. **Rwy 22**, climb runway heading to 4000 before proceeding on course.

KNOXVILLE, TN**KNOXVILLE DOWNTOWN ISLAND**

TAKE-OFF MINIMUMS: **Rwy 26**, 600-2.

DEPARTURE PROCEDURE: Comply with RADAR vectors or; **Rwy 26**, climb on heading 230° to 3000 before proceeding on course. **Rwy 8**, climb runway heading to 3000 before turning.

MC GHEE-TYSON

DEPARTURE PROCEDURE: Comply with SID or RADAR vectors, or; climb runway heading to 4000 before turning on course.

LAFAYETTE, TN**LAFAYETTE MUNI (3M7)****ORIG 09099 (FAA)**

NOTE: **Rwy 1**, road + vehicle 666' from DER, on centerline, 17' AGL/976' MSL. Tree 1120' from DER, 356' left of centerline, 51' AGL/992' MSL. **Rwy 19**, tree 2490' from DER, 509' right of centerline, 90' AGL/1039' MSL. Tree 2643' from DER, 359' right of centerline, 85' AGL/1060' MSL. Tree 2767' from DER, 406' right of centerline, 91' AGL/1078' MSL. Tree 3387' from DER, 220' right of centerline, 93' AGL/1092' MSL.

LAWRENCEBURG, TN**LAWRENCEBURG-LAWRENCE COUNTY (2M2)****ORIG 09099 (FAA)**

NOTE: **Rwy 17**, trees 10' from DER, 466' right of centerline, 100' AGL/1019' MSL. Vehicle on road 200' from DER, 526' left of centerline, 15' AGL/944' MSL. **Rwy 35**, trees 300' left of centerline, 100' AGL/1029' MSL. Trees, powerlines and vehicle on road 1395' from DER, on centerline, up to 100' AGL/1059' MSL.

LEBANON, TN**LEBANON MUNI**

TAKE-OFF MINIMUMS: **Rwy 19**, 600-1 or std. with a min. climb of 350' per NM to 1200.

LEWISBURG, TN**ELLINGTON**

TAKE-OFF MINIMUMS: **Rwy 20**, 500-1.

LEWISPORT, KY

HANCOCK CO-RON LEWIS FIELD (KY8)
ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/ min. climb of 394' per NM to 700. **Rwy 23**, 400-1¼ or std. w/ a min. climb of 342' per NM to 900.

DEPARTURE PROCEDURE: Procedure NA at night.

NOTE: **Rwy 5**, trees beginning 206' from DER, 61' right of centerline, up to 100' AGL/599' MSL. **Rwy 23**, trees beginning 2778' from DER, 1230' right of centerline, up to 100' AGL/509' MSL. Tower 1.4 NM from DER, 1460' left of centerline, 300' AGL/770' MSL.

LEXINGTON, KY

BLUE GRASS

NOTE: **Rwy 4**, light 710' from departure end of runway, 657' right of centerline, 35' AGL/995' MSL. Multiple trees beginning 898' from departure end of runway, 501' right of centerline, up to 70' AGL/1041' MSL. Multiple trees beginning 1921' from departure end of runway, 603' left of centerline, up to 70' AGL/1042' MSL. **Rwy 8**, antenna on bunker 143' from departure end of runway, 170' right of centerline, 15' AGL/984' MSL. Road 207' from departure end of runway, 228' right of centerline, 15' AGL/989' MSL. Light 555' from departure end of runway, 5' right of centerline, 25' AGL/995' MSL. Light 662' from departure end of runway, 546' left of centerline, 25' AGL/995' MSL. Tree 836' from departure end of runway, 631' left of centerline, 50' AGL/1009' MSL. **Rwy 22**, tree 1034' from departure end of runway, 499' left of centerline, 50' AGL/971' MSL. Tree 2830' from departure end of runway, 209' left of centerline, 70' AGL/1019' MSL. Multiple poles beginning 4383' from departure end of runway, 1384' left of centerline, up to 110' AGL/1080' MSL. **Rwy 26**, tree 72' from departure end of runway, 257' right of centerline, 70' AGL/1025' MSL. Multiple trees beginning 235' from departure end of runway, 176' left of centerline, up to 70' AGL/1014' MSL. Multiple trees beginning 1013' from departure end of runway, 2' right of centerline, up to 70' AGL/1037' MSL. Obstruction light on silo 1161' from departure end of runway, 206' right of centerline, 60' AGL/1029' MSL.

LEXINGTON-PARSONS, TN

BEECH RIVER RGNL

NOTE: **Rwy 1**, trees beginning 269' from departure end of runway, 179' right of centerline, up to 100' AGL/619' MSL. Trees beginning 258' from departure end of runway, 224' left of centerline, up to 100' AGL/599' MSL. **Rwy 19**, trees beginning 157' from departure end of runway, 259' right of centerline, up to 100' AGL/579' MSL. Trees beginning 227' from departure end of runway, 299' left of centerline, up to 100' AGL/549' MSL.

LIVINGSTON, TN

LIVINGSTON MUNI (8A3)
AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 21**, climb heading 215° to 1900 before proceeding on course.

NOTE: **Rwy 3**, trees beginning from 173' from DER, 133' left of centerline, up to 100' AGL/1499' MSL. Trees beginning from 282' from DER, 180' right of centerline, up to 100' AGL/1439' MSL. **Rwy 21**, trees beginning from 60' from DER, 186' right of centerline, up to 100' AGL/1459' MSL.

LONDON, KY

LONDON-CORBIN AIRPORT-MAGEE FIELD

TAKE-OFF MINIMUMS: **Rwy 6**, 500-2 or std. with a min. climb of 449' per NM to 1900.

NOTE: **Rwy 6**, tower 1.58 NM from departure end of runway, 1369' left of centerline, 192' AGL/1659' MSL. **Rwy 24**, tree 1400' from departure end of runway, 150' left of centerline, 42' AGL/1253' MSL, tree 3387' from departure end of runway, 822' right of centerline, 100' AGL/1349' MSL.

LOUISVILLE, KY

BOWMAN FIELD (LOU)
AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. w/ min. climb of 350' per NM to 900. **Rwy 33**, 300-1¼ or std. w/ min. climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 6**, trees beginning 361' from departure end of runway, 223' left of centerline, up to 95' AGL/625' MSL. Trees beginning 372' from departure end of runway, 32' right of centerline, up to 99' AGL/619' MSL. **Rwy 15**, trees beginning 77' from departure end of runway, 112' left of centerline, up to 88' AGL/588' MSL. Trees beginning 153' from departure end of runway, 107' right of centerline, up to 94' AGL/594' MSL. **Rwy 24**, trees beginning 137' from departure end of runway, 77' left of centerline, up to 103' AGL/643' MSL. Trees beginning 329' from departure end of runway, 68' right of centerline, up to 103' AGL/643' MSL. Antenna 4828' from departure end of runway, 1728' right of centerline, 147' AGL/697' MSL. **Rwy 33**, trees beginning 198' from departure end of runway, on centerline, up to 62' AGL/602' MSL. Trees beginning 184' from departure end of runway, 264' right of centerline, up to 81' AGL/621' MSL. Antenna 9019' from departure end of runway, 1421' right of centerline, 245' AGL/770' MSL.



LOUISVILLE, KY (CON'T)

LOUISVILLE INTL-STANDIFORD FIELD

TAKE-OFF MINIMUMS: **Rwy 17L**, std. w/ a min. climb of 234' per NM to 1300. **Rwy 17R**, std. w/ a min. climb of 249' per NM to 1300. **Rwy 35L**, 300-2 or std. w/ a min climb of 222' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 11**, tree 1561' from departure end of runway, 855' left of centerline, 76' AGL/556' MSL. Tree 1466' from departure end of runway, 848' right of centerline, 72' AGL/552' MSL. Sign 928' from departure end of runway, 705' left of centerline, 25' AGL/505' MSL. **Rwy 17L**, light tower 622' from departure end of runway, 643' right of centerline, 25' AGL/496' MSL. Obstruction light on DME 498' from departure end of runway, 299' right of centerline, 14' AGL/485' MSL. Multiple trees and lighted towers beginning 328' from departure end of runway, 302' left of centerline, up to 89' AGL/560' MSL. Sign 723' from departure end of runway, 637' left of centerline, 26' AGL/502' MSL. **Rwy 17R**, vent on building, 1409' from departure end of runway, 807' left of centerline, 41' AGL/502' MSL. Pole 2241' from departure end of runway, 1013' left of centerline, 64' AGL/525' MSL. Pole 1609' from departure end of runway, 680' left of centerline, 42' AGL/503' MSL. **Rwy 29**, tree 1033' from departure end of runway, 73' right of centerline, 44' AGL/521' MSL. Obstruction light on glideslope 474' from departure end of runway, 399' right of centerline, 49' AGL/526' MSL. Tree 1257' from departure end of runway, 809' left of centerline, 73' AGL/550' MSL. Stack 1213' from departure end of runway, 329' left of centerline, 41' AGL/518' MSL. Multiple lighted towers beginning 873' from departure end of runway, 224' left of centerline, up to 83' AGL/560' MSL. **Rwy 35L**, multiple trees and lighted towers beginning 258' from departure end of runway, 115' left of centerline, up to 267' AGL/757' MSL. Multiple trees and lighted towers beginning 270' from departure end of runway, 231' right of centerline, up to 70' AGL/560' MSL. **Rwy 35R**, multiple trees and lighted towers beginning 542' from departure end of runway, 303' right of centerline, up to 79' AGL/580' MSL.

MADISONVILLE, KY

MADISONVILLE MUNI (210)

ORIG 08045 (FAA)

NOTE: **Rwy 5**, vehicle on road 163' from departure end of runway, 525' right of centerline, 15' AGL/434' MSL. Vehicle on road 466' from departure end of runway, 597' left of centerline, 15' AGL/454' MSL. **Rwy 23**, vehicle on road 563' from departure end of runway, 608' right of centerline, 15' AGL/464' MSL. Pole 910' from departure end of runway, 590' left of centerline, 98' AGL/537' MSL.

MADISONVILLE, TN

MONROE COUNTY

DEPARTURE PROCEDURE: **Rwy 5**, climb via runway heading and VXXV VORTAC R-231 northeastbound to 3100' before turning. **Rwy 23**, climb via runway heading and VXXV VORTAC R-231 southwestbound to 2700' before turning.

NOTE: **Rwy 5**, building 2340' from departure end of runway, 263' left of centerline, 88' AGL/1089' MSL.

Rwy 23, trees 1188' from departure end of runway, 211' left of centerline, 74' AGL/1105' MSL.

MAYFIELD, KY

MAYFIELD GRAVES COUNTY (M25)

AMDT 2 10154 (FAA)

NOTE: **Rwy 18**, tree 58' from DER, 140' right of centerline, 100' AGL/629' MSL. Trees beginning 264' from DER, 8' left of centerline, 100' AGL/629' MSL.

Rwy 36, tree 52' from DER, 144' right of centerline, 100' AGL/619' MSL. Tree 185' from DER, 310' left of centerline, 100' AGL/619' MSL.

MC MINNVILLE, TN

WARREN COUNTY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1 or std. with a min. climb of 400' per NM climb to 2200.

MEMPHIS, TN

GENERAL DEWITT SPAIN

TAKE-OFF MINIMUMS: **Rwy 17**, std. with min. climb of 240' per NM to 1100, or 1200-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, for climb in visual conditions, cross General Dewitt Spain Airport at or above 1100 before proceeding on course. **Rwy 35**, climb via heading 347° to 1000 before proceeding on course.

MEMPHIS INTL (MEM)

ADMT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1¼ or std. w/ min. climb of 224' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 9**, light pole and multiple trees beginning 1498' from departure end of runway, 800' left of centerline, up to 81' AGL/390' MSL. **Rwy 18L**, multiple trees beginning 1262' from departure end of runway, 601' left of centerline, up to 90' AGL/419' MSL. Multiple trees beginning 2692' from departure end of runway, 224' right of centerline, up to 84' AGL/413' MSL. **Rwy 18C**, tree 2788' from departure end of runway, 288' left of centerline, 94' AGL/413' MSL. Multiple trees beginning 1693' from departure end of runway, 507' right of centerline, up to 96' AGL/435' MSL. **Rwy 18R**, pole, VORTAC, and multiple trees beginning 2570' from departure end of runway, 1011' left of centerline, up to 93' AGL/452' MSL. Multiple trees beginning 1519' from departure end of runway, 790' right of centerline, up to 71' AGL/420' MSL. **Rwy 27**, tree 4145' from departure end of runway, 1328' left of centerline, 112' AGL/361' MSL. Antenna 5413' from departure end of runway, 1499' left of centerline, 158' AGL/407' MSL. Tree 785' from departure end of runway, 682' right of centerline, 75' AGL/324' MSL. **Rwy 36C**, light pole 1949' from departure end of runway, 928' right of centerline, 67' AGL/336' MSL.

MIDDLESBORO, KY**MIDDLESBORO-BELL COUNTY**

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 736' per NM to 3500, or 2500-3 for climb in visual conditions. **Rwy 28**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 103° to 3500 before proceeding on course. For climb in visual conditions: cross Middlesboro-Bell County Airport at or above 3500 before proceeding on course.

NOTE: **Rwy 10**, road and vehicle 264' from departure end of runway, on centerline, 17' AGL/1166' MSL. Trees 52' from departure end of runway, 223' right of centerline, 100' AGL/1249' MSL. Trees 617' from departure end of runway, 100' AGL/1249' MSL. Tower 5066' from departure end of runway, 1033' left of centerline, 198' AGL/1335' MSL. Trees 1 NM from departure end of runway, 1354' right of centerline, 100' AGL/1379' MSL. Trees 1.67 NM from departure end of runway, 1900' left of centerline, 100' AGL/1599' MSL. Numerous trees beginning 2 NM from departure end of runway, 3200' left and right of centerline, upsloping on Cumberland Mountain, up to 100' AGL/2499' MSL. 200' AAO 3.15 NM from departure end of runway, 1191' left of centerline, 200' AGL/2899' MSL.

MILLINGTON, TN**CHARLES W. BAKER**

DEPARTURE PROCEDURE: **Rwys 18**, climb runway heading to 1500 before turning left.

MONTICELLO, KY**WAYNE COUNTY**

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 250' per NM to 1800.

DEPARTURE PROCEDURE: **Rwys 3, 21**, climb runway heading to 1800 before proceeding on course.

MOREHEAD, KY**MOREHEAD - ROWAN COUNTY CLYDE A. THOMAS RGNL (M97)****ORIG 08325 (FAA)**

NOTE: **Rwy 2**, trees 777' from departure end of runway, 494' left of centerline up to 77' AGL/1096' MSL. **Rwy 20**, trees 1595' from departure end of runway, 716' left of centerline up to 71' AGL/1090' MSL. Vehicle on road 10' from departure end of runway, 435' left of centerline up to 17' AGL/1029' MSL. Trees 432' from departure end of runway, 534' right of centerline up to 75' AGL/1054' MSL.

MORRISTOWN, TN**MOORE-MURRELL**

TAKE-OFF MINIMUMS: **Rwy 5**, std., cross departure end of runway at or above 35' AGL/1310' MSL.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn via heading 065° to 2800 before proceeding on course.

Rwy 23, climb via heading 233° and VVX VORTAC R-060 inbound to 4000 before turning south.

NOTE: **Rwy 5**, building 1900' from departure end of runway, 437' left of centerline, 73' AGL/1348' MSL. Trees 14,570' from departure end of runway, 3880' left of centerline, 100' AGL/1739' MSL. Trees 16,259' from departure end of runway, 2703' left of centerline, 100' AGL/1719' MSL. Trees 16,927' from departure end of runway, 3861' left of centerline, 100' AGL/1859' MSL.

Rwy 23, pole 1450' from departure end of runway, 450' right of centerline, 54' AGL/1367' MSL.

MOUNT STERLING, KY**MOUNT STERLING-MONTGOMERY COUNTY (IOB)****AMDT 1 10098 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 3**, 500-3 or std. with a min. climb of 225' per NM to 1600.

NOTE: **Rwy 3**, tower 2.6 NM from DER, 1674' right of centerline, 415' AGL/1425' MSL. Trees beginning 33' from DER, 494' left of centerline, up to 100' AGL/1029' MSL. Trees beginning 271' from DER, 568' right of centerline, up to 100' AGL/1019' MSL. **Rwy 21**, trees beginning at DER, 289' left of centerline, up to 100' AGL/1149' MSL. Trees beginning 301' from DER, 380' right of centerline, up to 100' AGL/1109' MSL.

MOUNTAIN CITY, TN**JOHNSON COUNTY (6A4)****ORIG 09211 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 6**, 3400-3 for climb in visual conditions. **Rwy 24**, 1100-3 with min. climb of 510' per NM to 5700, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, for climb in visual conditions (NA at night): cross Johnson County Airport at or above 5500 MSL before proceeding on course.

Rwy 24, for climb in visual conditions (NA at night): cross Johnson County airport at or above 5500 MSL before proceeding on course.

MURFREESBORO, TN**MURFREESBORO MUNI**

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1.

MURRAY, KY**KYLE-OAKLEY FIELD**

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1.

NASHVILLE, TN**JOHN C. TUNE**

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 3000 before turning right. **Rwy 20**, climb runway heading to 3000 before turning.



NASHVILLE, TN (CON'T)

NASHVILLE INTL (BNA)

AMDT 7 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, std. w/min. climb of 240' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 20L**, climb heading 200° to 1400 before turning right. **Rwys 20C, 20R** climb heading 200° to 1800 before turning right. **Rwy 31**, climb heading 315° to 2600 before proceeding on course.

NOTE: **Rwy 2L**, trees beginning 203' from departure end of runway, 489' right of centerline, up to 60' AGL/576' MSL. **Rwy 2R**, trees beginning 237' from departure end of runway, 534' right of centerline, up to 60' AGL/569' MSL. **Rwy 13**, blast fence obstruction light 335' from departure end of runway, 64' left of centerline, 6' AGL/595' MSL. Trees beginning 2852' from departure end of runway, 28' right of centerline, up to 60' AGL/685' MSL. Pole 3761' from departure end of runway, 726' right of centerline, 60' AGL/689' MSL. **Rwy 20L**, trees beginning 211' from departure end of runway, 520' right of centerline, up to 60' AGL/669' MSL. Trees beginning 223' from departure end of runway, 510' left of centerline, up to 100' AGL/669' MSL. **Rwy 20C**, trees beginning 1480' from departure end of runway, 744' right of centerline, up to 60' AGL/649' MSL. Trees beginning 1549' from departure end of runway, 882' left of centerline, up to 60' AGL/609' MSL. **Rwy 20R**, flagpole 1298' from departure end of runway, 777' right of centerline, 37' AGL/636' MSL. Building 2183' from departure end of runway, 1083' right of centerline, 91' AGL/680' MSL. **Rwy 31**, ground 2' from departure end of runway, 498' left of centerline, 0' AGL/541' MSL. LOC obstruction light 303' from departure end of runway, on centerline, 48' AGL/547' MSL. Blast fence obstruction light 382' from departure end of runway, 50' left of centerline, 30' AGL/569' MSL. Trees beginning 789' from departure end of runway, 331' right of centerline, up to 60' AGL/602' MSL. Pole 1012' from departure end of runway, 429' left of centerline, 29' AGL/578' MSL. Transmission tower 1882' from departure end of runway, 219' right of centerline, 61' AGL/610' MSL. Pole 2037' from departure end of runway, 422' right of centerline, 47' AGL/596' MSL. Transmission tower 2778' from departure end of runway, 83' left of centerline, 91' AGL/630' MSL.

ONEIDA, TN

SCOTT MUNI

NOTE: **Rwy 5**, tree 2800' from departure end of runway, 600' right of centerline, 69' AGL/1605' MSL. **Rwy 23**, pole 950' from departure end of runway, on centerline, 42' AGL/1575' MSL. Power line 2938' from departure end of runway, 450' right of centerline, 142' AGL/1660' MSL.

OWENSBORO, KY

OWENSBORO-DAVISS COUNTY (OWB)

AMDT 4 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. w/min. climb of 340' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 1000 before turning west.

NOTE: **Rwy 5**, numerous buildings beginning 340' from departure end of runway, 454' left of centerline, up to 31' AGL/436' MSL. Multiple trees beginning 1898' from departure end of runway, 350' left of centerline, up to 69' AGL/474' MSL. Pole 1853' from departure end of runway, 206' left of centerline, 47' AGL/452' MSL. Pole 1863' from departure end of runway, 413' left of centerline, 49' AGL/454' MSL. Windsock 393' from departure end of runway, 163' left of centerline, 10' AGL/418' MSL. Trees beginning 1489' from departure end of runway, 429' right of centerline, up to 49' AGL/454' MSL. **Rwy 18**, pole 942' from departure end of runway 133' left of centerline, 38' AGL/438' MSL. Pole 1134' from departure end of runway, 675' left of centerline, 45' AGL/445' MSL. **Rwy 23**, tree 1521' from departure end of runway, 650' right of centerline, 100' AGL/509' MSL. Tree 2223' from departure end of runway, 81' right of centerline, 82' AGL/482' MSL. **Rwy 36**, multiple trees beginning 478' from departure end of runway, 500' right of centerline, up to 36' AGL/439' MSL. Tower 1.54 NM from departure end of runway, 2941' right of centerline, 403' AGL/803' MSL. Obstacle light on tower 1.55 NM from departure end of runway, 2940' right of centerline, 403' AGL/803' MSL. Tree 939' from departure end of runway, 496' left of centerline, 40' AGL/443' MSL. Building 508' from departure end of runway, 578' left of centerline, 22' AGL/426' MSL.

PADUCAH, KY

BARKLEY RGNL

NOTE: **Rwy 4**, multiple trees and bushes beginning 131' from departure end of runway, 13' left of centerline, up to 100' AGL/452' MSL. Multiple trees beginning 697' from departure end of runway, 19' right of centerline, up to 100' AGL/464' MSL. Pole 1301' from departure end of runway, 316' right of centerline, up to 17' AGL/415' MSL. **Rwy 14**, multiple trees beginning 858' from departure end of runway, 77' left of centerline, up to 100' AGL/487' MSL. Road 551' from departure end of runway, 144' left of centerline, 17' AGL/422' MSL. Tree 788' from departure end of runway, 13' right of centerline, up to 100' AGL/439' MSL. Terrain 13' from departure end of runway, 320' right of centerline, 0' AGL/404' MSL. **Rwy 22**, multiple terrain and trees beginning 128' from departure end of runway, 30' left of centerline, up to 100' AGL/507' MSL. Road 981' from departure end of runway, 692' right of centerline, 17' AGL/444' MSL. Terrain 76' from departure end of runway, 3' right of centerline, 0' AGL/420' MSL. Terrain 25' from departure end of runway, 388' right of centerline, 0' AGL/411' MSL. **Rwy 32**, multiple trees beginning 376' from departure end of runway, 173' right of centerline, up to 100' AGL/458' MSL. Multiple trees and terrain beginning 31' from departure end of runway, 42' left of centerline, up to 100' AGL/462' MSL.

PARIS, TN

HENRY COUNTY (PHT)

ORIG 10070 (FAA)

NOTE: **Rwy 2**, vehicle on road 772' from DER, 93' right of centerline, up to 15' AGL/589' MSL. Trees beginning 1232' from DER, 258' left of centerline, up to 100' AGL/669' MSL. **Rwy 20**, tree 2808' from DER, 630' right of centerline, 80' AGL/651' MSL. Rising terrain beginning 274' from DER, 388' left of centerline, 604' MSL.

PIKEVILLE, KY

PIKE COUNTY-HATCHER FIELD (PBX)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1 or std. w/ min. climb of 453' per NM to 2300 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, for climb in visual conditions: cross Pike County-Hatcher Field airport at or above 2300 before proceeding on course.

NOTE: **Rwy 9**, tree 4788' from DER, 1173' right of centerline, 20' AGL/1739' MSL. Multiple trees beginning 2702' from DER, 654' left of centerline and 965' right of centerline, up to 20' AGL/1770' MSL.

PORTLAND, TN

PORTLAND MUNI

NOTE: **Rwy 1**, tree 501' from departure end of runway, 180' right of centerline, 100' AGL/839' MSL. Tree 1564' from departure end of runway, 507' left of centerline, 100' AGL/839' MSL. **Rwy 19**, multiple trees 673' from departure end of runway, 83' right of centerline, up to 100' AGL/919' MSL.

PRESTONSBURG, KY

BIG SANDY RGNL

NOTE: **Rwy 21**, multiple trees and poles beginning 250' from departure end of runway, 11' right of centerline, up to 72' AGL/1272' MSL. Multiple trees and poles beginning 294' from departure end of runway, 35' left of centerline, up to 83' AGL/1283' MSL.

PULASKI, TN

ABERNATHY FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1½ or std. with a min. climb of 291' per NM to 1200. **Rwy 34**, 400-1½ or std. with a min. climb of 380' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 16**, climb via heading 155° to 1200 before turning.

NOTE: **Rwy 16**, trees 1.43 NM from departure end of runway, 1986' right of centerline, 100' AGL/999' MSL. **Rwy 34**, multiple trees beginning 4625' from departure end of runway, 740' left of centerline, up to 100' AGL/979' MSL. Trees 1.2 NM from departure end of runway, 135' right of centerline, 100' AGL/1019' MSL.

ROCKWOOD, TN

ROCKWOOD MUNI

TAKE-OFF MINIMUMS: **Rwy 22**, 500-2 or std. with a min. climb of 300' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 22**, climb runway heading to 4000 before proceeding on course.

ROGERSVILLE, TN

HAWKINS COUNTY

TAKE-OFF MINIMUMS: **Rwy 7**, 500-1. **Rwy 25**, 800-1. DEPARTURE PROCEDURE: Climb on runway heading to 2600 before turning.

RUSSELLVILLE, KY

RUSSELLVILLE-LOGAN COUNTY

DEPARTURE PROCEDURE: **Rwy 6**, climb to 1700 before turning left. **Rwy 24**, climb to 1700 before turning right.

SABRE AHP (FORT CAMPBELL) (EOD),

CLARKSVILLE, TN AMDT 1A, 10126

Rwy 23, Vehicle on road 134' from DER, 259' right of centerline, up to 15' AGL/604' MSL.

SAVANNAH, TN

SAVANNAH-HARDIN COUNTY (SNH)

AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 400-2½ or std. with min. climb of 260' per NM to 1000.

NOTE: **Rwy 1**, trees beginning 1243' from DER, 101' right of centerline, up to 70' AGL/589' MSL. **Rwy 19**, trees beginning 973' from DER, left and right of centerline, up to 70' AGL/789' MSL.

SELMER, TN

ROBERT SIBLEY (SZY)

ORIG 08269 (FAA)

NOTE: **Rwy 17**, terrain beginning 71' from departure end of runway, 154' right of centerline, up to 644' MSL. Trees beginning 104' from departure end of runway, 405' right of centerline, up to 76' AGL/695' MSL. Pole 1208' from departure end of runway, 810' right of centerline, 28' AGL/687' MSL. Pole 1857' from departure end of runway, 380' right of centerline, 45' AGL/664' MSL. **Rwy 35**, vehicles on roadway 107' from departure end of runway, on centerline, up to 15' AGL/622' MSL. Trees beginning 95' from departure end of runway, 206' right of centerline, up to 51' AGL/645' MSL.

SEVIERVILLE, TN

GATLINBURG-PIGEON FORGE

DEPARTURE PROCEDURE: **Rwy 10**, climbing left turn via VXV VORTAC R-090 westbound to 5000 before turning on course. **Rwy 28**, climb direct VXV VORTAC to 5000 before turning on course.

NOTE: **Rwy 10**, trees 300' from departure end of runway, 350' left of centerline, 80' AGL/1123' MSL. Trees 610' from departure end of runway, 390' left of centerline, 85' AGL/1137' MSL. Power line 1504' from departure end of runway, 380' left of centerline, 55' AGL/1091' MSL. **Rwy 28**, trees 120' left of departure end of runway, 45' AGL/1062' MSL. Tower 13,580' from departure end of runway, 2626' right of centerline, 175' AGL/1359' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



SHELBYVILLE, TN

BOMAR FIELD-SHELBYVILLE MUNI (SYI)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 180° to 1600 before turning left. **Rwy 36**, climb heading 345° to 1700 before turning right.

NOTE: **Rwy 18**, tree 81' from departure end of runway, 176' right of centerline, up to 100' AGL/890' MSL. Tree 86' from departure end of runway, 199' left of centerline, up to 100' AGL/880' MSL. **Rwy 36**, trees and terrain 505' from departure end of runway, 36' left of centerline, up to 7' AGL/806' MSL.

SMITHVILLE, TN

SMITHVILLE MUNI (0A3)

ORIG 08157 (FAA)

NOTE: **Rwy 6**, trees and terrain beginning 76' from departure end of runway, 256' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 733' from departure end of runway, 11' left of centerline up to 100' AGL/1119' MSL. **Rwy 24**, trees and terrain beginning 76' from departure end of runway, 8' left of centerline, up to 100' AGL/1119' MSL. Trees and terrain beginning 83' from departure end of runway, 162' right of centerline, up to 100' AGL/1179' MSL.

SMYRNA, TN

SMYRNA (MQY)

AMDT 5 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 1200 before turning northeast.

NOTE: **Rwy 1**, multiple trees beginning 842' from DER, 80' right of centerline, up to 60' AGL/580' MSL. Multiple trees beginning 1191' from DER, 193' left of centerline, up to 60' AGL/569' MSL. **Rwy 14**, tree 1321' from DER, 808' left of centerline, up to 60' AGL/572' MSL. **Rwy 19**, multiple trees beginning 1808' from DER, 67' right of centerline, up to 60' AGL/601' MSL. Light 1495' from DER, 603' right of centerline, up to 49' AGL/573' MSL. Multiple trees beginning 1649' from DER, 167' left of centerline, up to 60' AGL/622' MSL. **Rwy 32**, multiple trees beginning 413' from DER, 65' right of centerline, up to 60' AGL/695' MSL. Multiple trees beginning 78' from DER, 298' left of centerline, up to 60' AGL/635' MSL.

SOMERSET, KY

LAKE CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 900-2 or std. with a min. climb of 420' per NM to 2000. **Rwy 23**, 800-2 or std. with a min. climb of 220' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 046° to 2000 before turning. **Rwy 23**, climb via heading 236° to 2000 before turning.

NOTE: **Rwy 5**, tower 10, 412' from departure end of runway, 497' right of centerline, 100' AGL/1300' MSL. **Rwy 23**, tower 20, 700' from departure end of runway, 17,575' left of centerline, 460' AGL/1715' MSL.

SOMERVILLE, TN

FAYETTE COUNTY

NOTE: **Rwy 1**, multiple trees beginning 527' from departure end of runway, 343' right of centerline, up to 100' AGL/529' MSL. Multiple trees beginning 427' from departure end of runway, 8' left of centerline, up to 100' AGL/529' MSL. **Rwy 19**, multiple trees beginning 87' from departure end of runway, 306' right of centerline, up to 100' AGL/539' MSL. Multiple trees beginning 709' from departure end of runway, 455' left of centerline, up to 100' AGL/549' MSL.

SPARTA, TN

UPPER CUMBERLAND RGNL (SRB)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb via heading 037° to 3400 before proceeding on course.

NOTE: **Rwy 4**, tree 56' from departure end of runway, 448' right of centerline, 100' AGL/1049' MSL. Tree 484' from departure end of runway, 574' right of centerline, 100' AGL/1056' MSL. **Rwy 22**, tree 1646' from departure end of runway, 775' left of centerline, 100' AGL/1069' MSL.

SPRINGFIELD, KY

LEBANON-SPRINGFIELD

TAKE-OFF MINIMUMS: **Rwy 11**, 300-1.

SPRINGFIELD, TN

SPRINGFIELD ROBERTSON COUNTY

NOTE: **Rwy 22**, trees 1419' from departure end of runway, 15' left of centerline, 42' AGL/742' MSL.

STURGIS, KY

STURGIS MUNI (TWT)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2¼ or std. w/min. climb of 280' per NM to 800.

NOTE: **Rwy 18**, trees beginning 1248' from DER, 19' left of centerline, up to 94' AGL/454' MSL. Trees beginning 2144' from DER, 226' right of centerline, up to 100' AGL/469' MSL. **Rwy 36**, trees beginning 1.5 NM from DER, 1240' left of centerline, up to 100' AGL/689' MSL.

TOMPKINSVILLE, KY

TOMPKINSVILLE-MONROE COUNTY (TZV)

ORIG 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 218° to 2000 before proceeding on course.

NOTE: **Rwy 4**, trees beginning at DER, left and right of centerline, up to 100' AGL/1100' MSL. **Rwy 22**, pole 10' from DER, 114' right of centerline, 2' AGL/1016' MSL. Trees beginning at DER, left and right of centerline, up to 100' AGL/1132' MSL.

TRENTON, TN

GIBSON COUNTY

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1.

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1500 before turning east.

TULLAHOMA, TN

TULLAHOMA RGNL/WM NORTHERN FIELD (THA)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA - Turf runway.

**UNION CITY, TN**

EVERETT-STEWART RGNL (UCY)

ORIG 08101 (FAA)

NOTE: **Rwy 19**, vehicles on roadway beginning 177' from departure end of runway, left and right of centerline, up to 15' AGL/364' MSL.

WAVERLY, TN

HUMPHREYS COUNTY

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 200-1.**WILLIAMSBURG, KY**

WILLIAMSBURG-WHITLEY COUNTY

TAKE-OFF MINIMUMS: **Rwy 2**, 400-1¼ or std. w/ a min. climb of 470' per NM to 1700. **Rwy 20**, std. w/ min. climb of 280' per NM to 2700, or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 018° to 2000 before turning East. **Rwy 20**, for climb in visual conditions cross Williamsburg-Whitley County Airport at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 2**, multiple trees beginning 1167' from departure end of runway, 524' right of centerline, up to 49' AGL/1226' MSL. Multiple trees beginning 3563' from departure end of runway, left of centerline, up to 175' AGL/1353' MSL. Multiple trees beginning 4285' from departure end of runway, right of centerline, up to 321' AGL/1499' MSL. **Rwy 20**, multiple trees beginning 331' from departure end of runway, 331' left of centerline, up to 62' AGL/1217' MSL.

WINCHESTER, TN

WINCHESTER MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 1000-2.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb on runway heading to 2000 before turning.



| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5602 |
| 103° | TDZE | 546 |
| | Apt Elev | 546 |

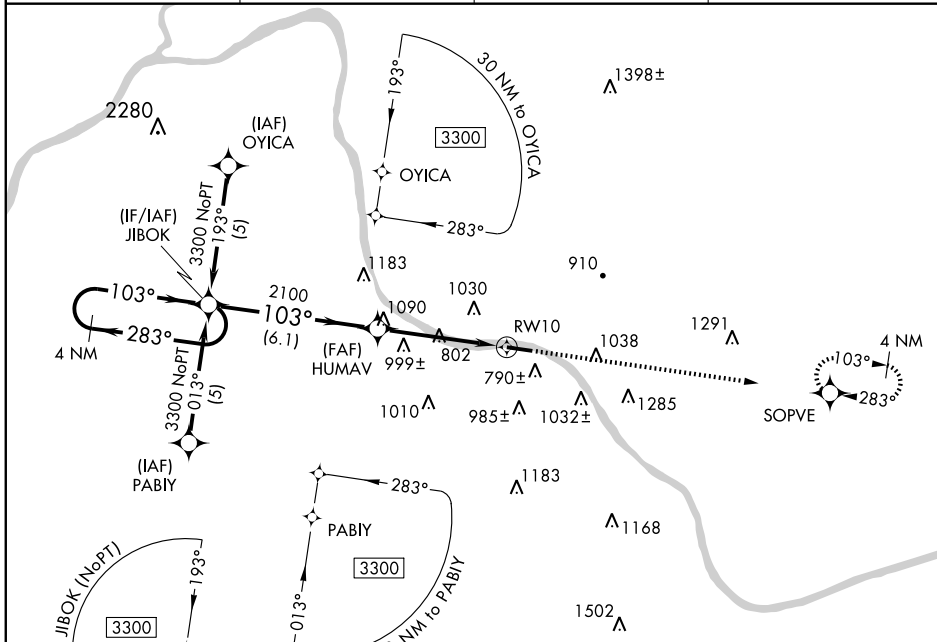
RNAV (GPS) RWY 10

ASHLAND RGNL (DWU)

▽ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local
▲ altimeter setting not received, use Huntington altimeter setting and increase
all MDA 80 feet, LNAV Cat. B, C, D and Circling Cat. C, D visibility ¼ mile.

MISSED APPROACH: Climb to
3300 direct SOPVE and hold.

| | | | |
|--------------------------|--|--------------------------|--|
| AWOS-3 132.425 | HUNTINGTON APP CON 128.4 270.1 | CLNC DEL 121.7 | UNICOM 122.8 (CTAF) 0 |
|--------------------------|--|--------------------------|--|



| | | | | | | |
|--|-------------|--------------|--------------|--------------|---|--|
| <div>4 NM Holding Pattern</div> <div> <div>3300</div> <div>283°</div> <div>103°</div> </div> <div> <div>JIBOK</div> <div>HUMAV</div> <div>RWY 10</div> </div> <div> <div>2100</div> <div>3.04°</div> <div>TCH 53</div> </div> <div> <div>6.1 NM</div> <div>4.7 NM</div> </div> | | | | | <div>ELEV 546</div> <div> <div>103° to RWY 10</div> <div>5602 X 100</div> <div>28</div> </div> <div> <div>TDZE 546</div> <div>675±</div> </div> | |
| CATEGORY | A | B | C | D | | |
| LNAV MDA | 1260-1 | 714 (800-1) | 1260-2 | 1260-2¼ | | |
| | | | 714 (800-2) | 714 (800-2¼) | | |
| CIRCLING | 1320-1 | 1320-1¼ | 1380-2½ | 1380-2¾ | | |
| | 774 (800-1) | 774 (800-1¼) | 834 (900-2½) | 834 (900-2¾) | | |
| | | | | | MIRL Rwy 10-28 0 REIL Rwy 10 and 28 0 | |

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5602 |
| 283° | TDZE | 546 |
| | Apt Elev | 546 |

RNAV (GPS) RWY 28

ASHLAND RGNL (DWU)

- ▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 80 feet, LNAV and Circling Cat C, D visibility $\frac{1}{4}$ mile.

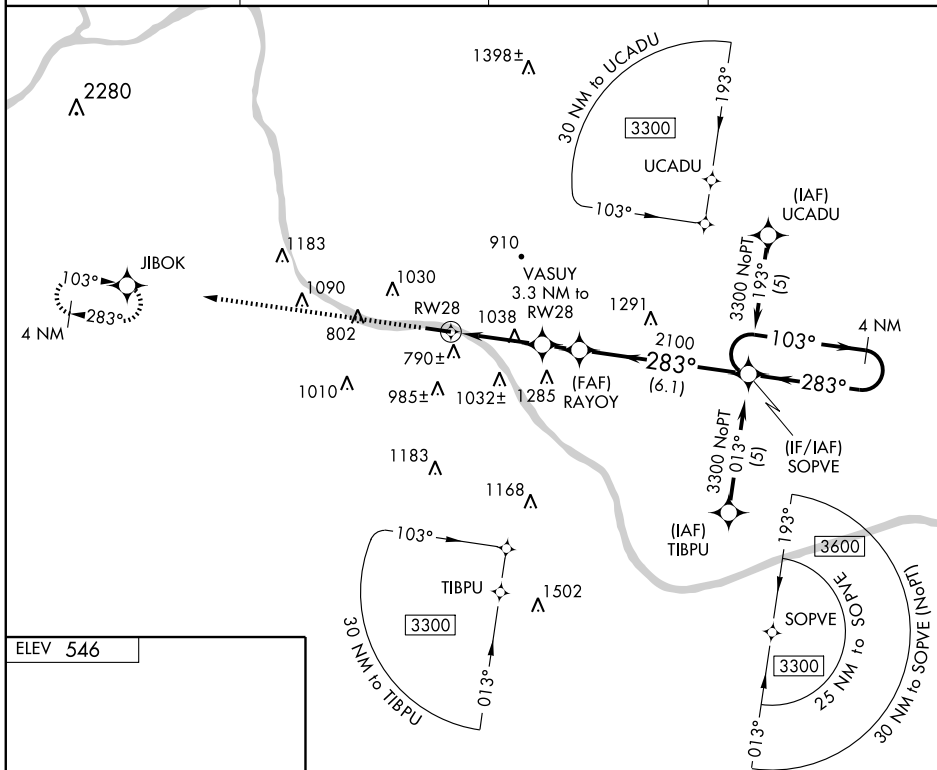
MISSED APPROACH: Climb to 3300 direct JIBOK and hold.

AWOS-3
132 425

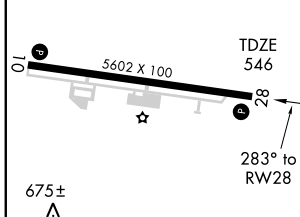
HUNTINGTON APP CON
128.4 270.1

CLNC DEL
121 7

UNICOM
122.8 (CTAF)

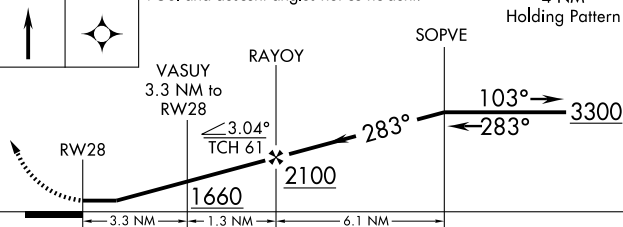


ELEV 546



| | |
|------|-------|
| 3300 | JIBOK |
|------|-------|

VGS and descent angles not coincident.


4 NM
Holding Pattern

| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| LNAV MDA | 1340-1 794 (800-1) | 1340-1¼ 794 (800-1¼) | 1340-2¼ 794 (800-2¼) | 1340-2½ 794 (800-2½) |
| CIRCLING | 1340-1 794 (800-1) | 1340-1¼ 794 (800-1¼) | 1380-2½ 834 (900-2½) | 1380-2¾ 834 (900-2¾) |

MIRL Rwy 10-28 **L**
REIL Rwy 10 and 28 **L**

VOR RWY 10
ASHLAND RGNL (DWU)

MISSED APPROACH: Climbing left turn to 3300 direct YRK VORTAC and hold.

UNICOM
122.8 (CTAF) 

IF/IAF
YORK
112.8 YRK
Chan 75

2280

121°
1 min
301°

2500
121°
(6.1)

GINUP INT
YRK (6.1)

1183

1030

1028±

1038±

790±

1032±

1183

1168

1502

10 NM

10 NM

R-301

R-007

110.4 ECB
Chan 41

3300
3566
(29.3)

NEWCOMBE
110.4 ECB
Chan 41

EV 546

0.6 NM
from FAF

121° 6 NM
from FAF

TDZE
546 $675 \pm \Delta$

MIRL Rwy 10-28 **L**
REIL Rwy 10 and 28 **L**

| FAF to MAP 6 NM | | | | | |
|-----------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

One Minute Holding Pattern

VORTAC

3300 ← 301°
121° →

VGSI and descent
angles not coincident.

GINUP INT
YRK 6.1)

2500 | 3.00%

3.00°

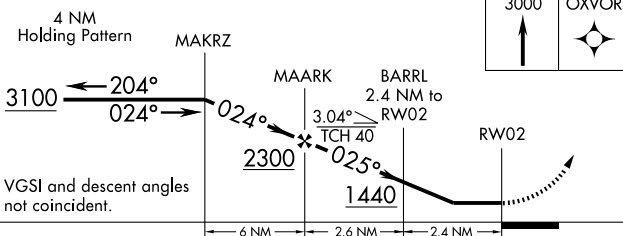
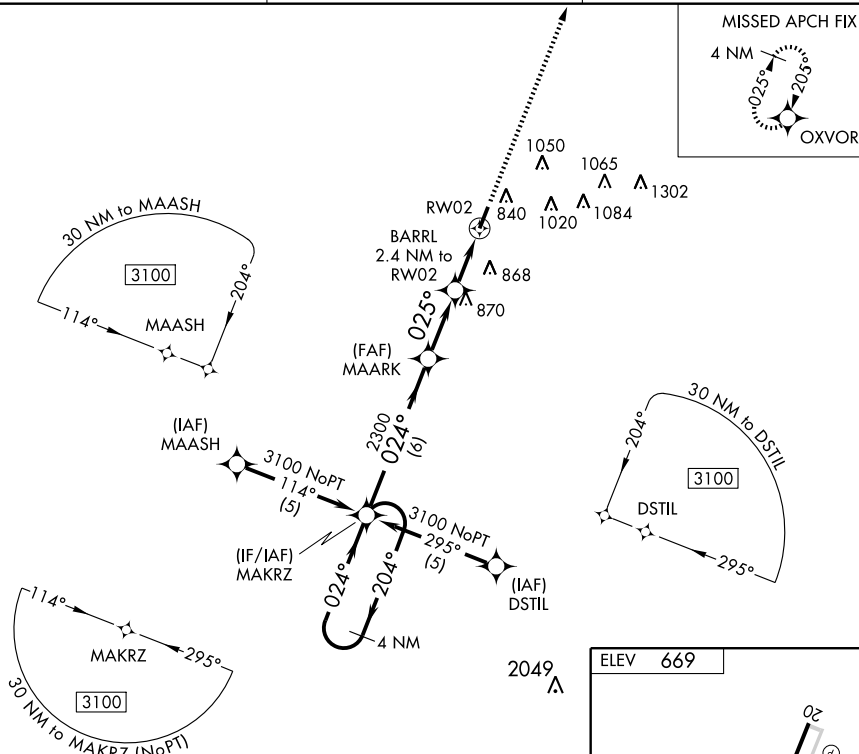
| CATEGORY | A | B | C | D |
|----------|--------------------------|--------------------------|--------|--------------|
| S-10 | 1500-1¼ 954 (1000-1¼) | 1500-1½ 954 (1000-1½) | 1500-3 | 954 (1000-3) |
| CIRCLING | 1500-1¼ 954 (1000-1¼) | 1500-1½ 954 (1000-1½) | 1500-3 | 954 (1000-3) |

SE-1. 03 JUN 2010 to 01 JUL 2010

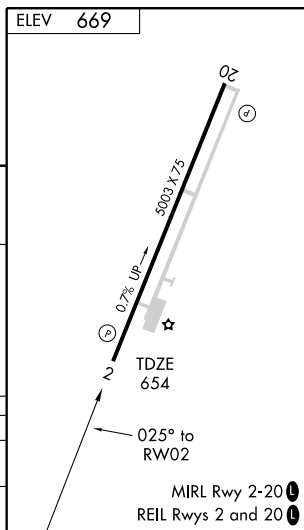
RNAV (GPS) RWY 2

BARDSTOWN/SAMUELS FIELD (BRY)

MISSED APPROACH: Climb to 3000 direct OXVOR and hold.

UNICOM
122.8 (CTAF) **L**

| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|
| LNAV MDA | 1020-1 366 (400-1) | | | 1020-1¼ 366 (400-1¼) |
| CIRCLING | 1200-1 531 (600-1) | 1260-1 591 (600-1) | 1260-1½ 591 (600-1½) | 1380-2¼ 711 (800-2¼) |



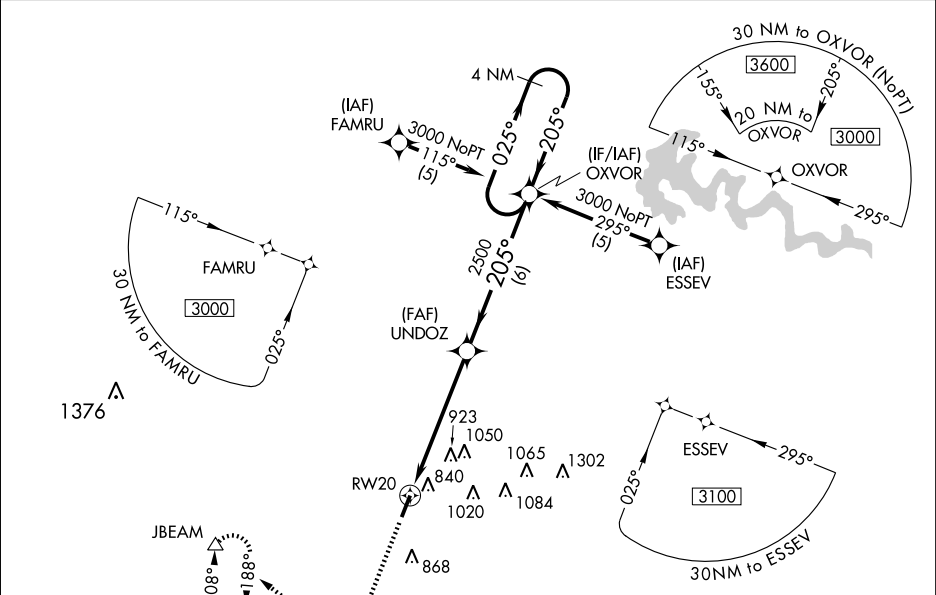
▼

▲ NA

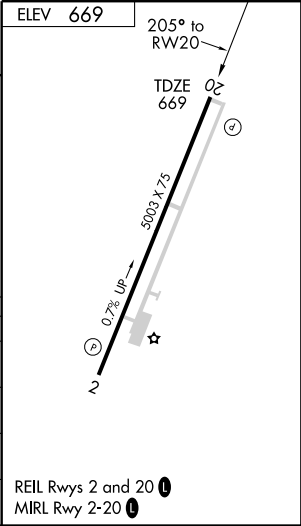
Baro-VNAV NA when using Louisville Intl-Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting and increase LPV DA 80 feet, LNAV/VNAV DA 183 feet and all MDA 80 feet and increase LPV all Cats visibilities, LNAV Cat D visibility, and Circling Cat D visibility ¼ mile, LNAV/VNAV all Cats visibilities ¾ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH:
Climb to 3000 direct MAARK and right turn via track 310° to JBEAM and hold, continue climb-in-hold to 3000.

| | | |
|-------------------|-------------------------------------|--------------------------|
| AWOS-3 119.925 | LOUISVILLE APP CON 132.075 327.0 | UNICOM 122.8 (CTAF) 0 |
|-------------------|-------------------------------------|--------------------------|



| | | | | |
|--|----------------------|--------------------|----------------------|----------------------|
| 3000 | MAARK | JBEAM | OXVOR | 4 NM Holding Pattern |
| ↑ | ✧ | △ | | |
| | | 310° track | | |
| VGSIs and RNAV glidepath not coincident. | | | | |
| RW20 UNDOZ 2500 205° 025° 3000 GS 3.00° TCH 40 | | | | |
| 5.5 NM 6 NM | | | | |
| CATEGORY | A | B | C | D |
| LPV DA | 1005-1¼ 336 (400-1¼) | | | |
| LNAV/VNAV DA | 1250-2 581 (600-2) | | | |
| LNAV MDA | 1180-1 511 (600-1) | | 1180-1½ 511 (600-1½) | |
| CIRCLING | 1200-1 531 (600-1) | 1260-1 591 (600-1) | 1260-1½ 591 (600-1½) | 1380-2¼ 711 (800-2¼) |



REIL Rwy 2 and 20 0
MIRL Rwy 2-20 0

| | | | |
|-------------|---------|----------|-----|
| VOR/DME EWO | APP CRS | Rwy Idg | N/A |
| 110.8 | 036° | TDZE | N/A |
| Chan 45 | | Apt Elev | 669 |

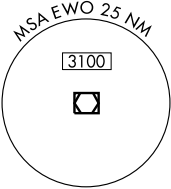
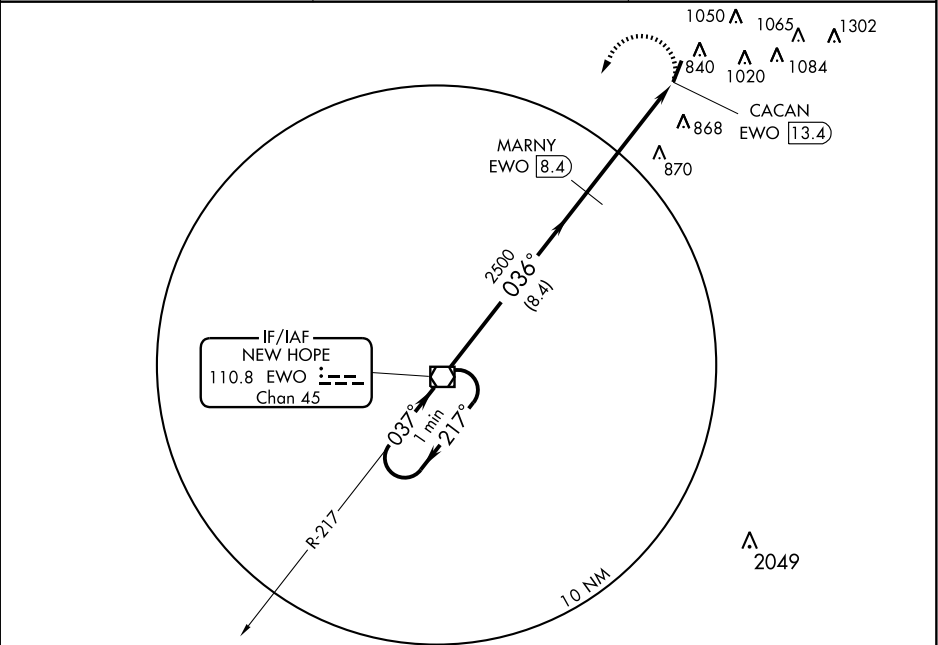
VOR/DME-A

BARDSTOWN/SAMUELS FIELD (BRY)

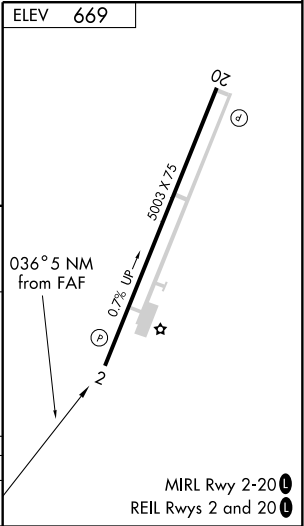
When local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 80 feet, increase Cat C visibility ½ mile and Cat D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 direct EWO VOR/DME and hold.

| | | |
|-------------------|-------------------------------------|--------------------------|
| AWOS-3 119.925 | LOUISVILLE APP CON 132.075 327.0 | UNICOM 122.8 (CTAF) 0 |
|-------------------|-------------------------------------|--------------------------|



| | | | | |
|----------------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| One Minute Holding Pattern | | | | |
| | | | | |
| 8.4 NM 5 NM | | | | |
| CATEGORY | A | B | C | D |
| CIRCLING | 1200-1 531 (600-1) | 1260-1 591 (600-1) | 1260-1½ 591 (600-1½) | 1380-2¼ 711 (800-2¼) |



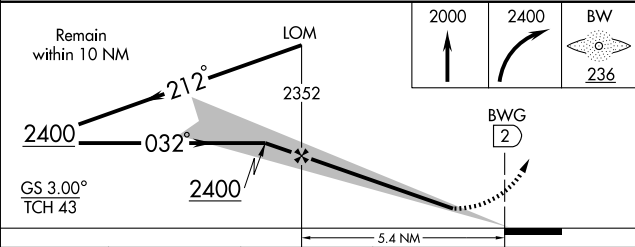
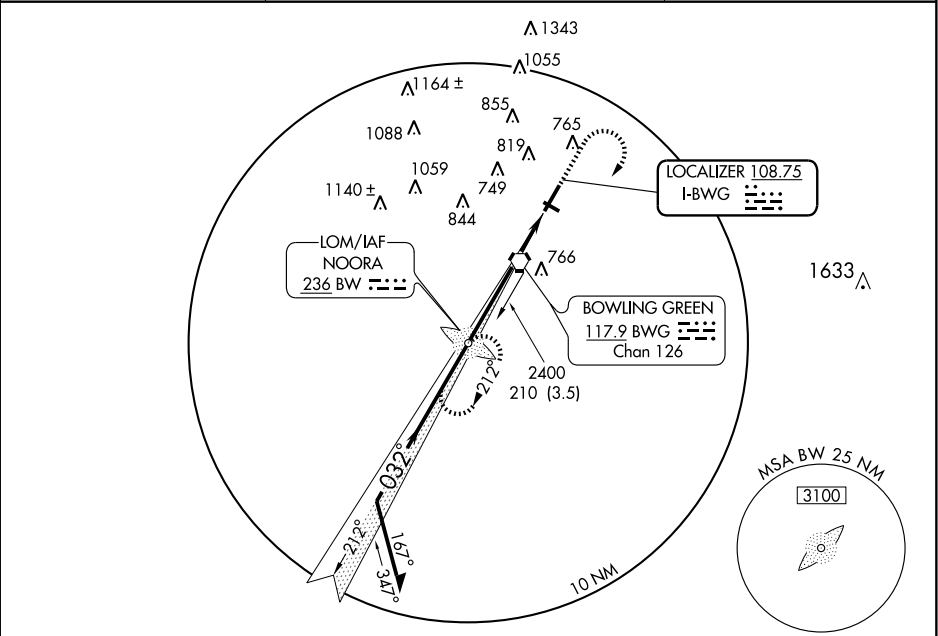
| | | | |
|---------------|-------------|-----------------|---------------------------|
| LOC I-BWG | APP CRS | Rwy Idg TDZE | 6500 547 |
| 108.75 | 032° | Apt Elev | 547 |

ILS RWY 3

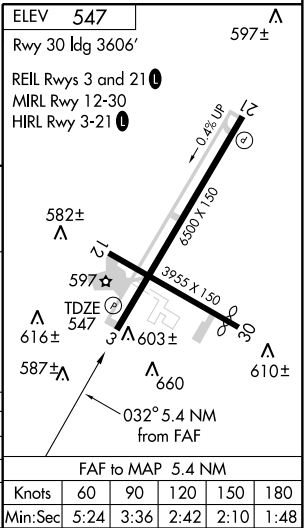
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

| | |
|-------------------------|---|
| <div>ADF REQUIRED</div> | MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct BW LOM and hold. |
|-------------------------|---|

| | | |
|------------------------|---------------------------------------|----------------------|
| ASOS 127.825 | MEMPHIS CENTER 133.85 317.6 | CTAF 123.0 |
|------------------------|---------------------------------------|----------------------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------|-----------------|-----------------|
| S-ILS 3 | 747-3/4 200 (200-3/4) | | | |
| S-LOC 3 | 960-1 | 413 (500-1) | 960-1 1/4 | 413 (500-1 1/4) |
| CIRCLING | 1000-1 | 1140-1 | 1140-1 1/2 | 1140-2 |
| | 453 (500-1) | 593 (600-1) | 593 (600-1 1/2) | 593 (600-2) |

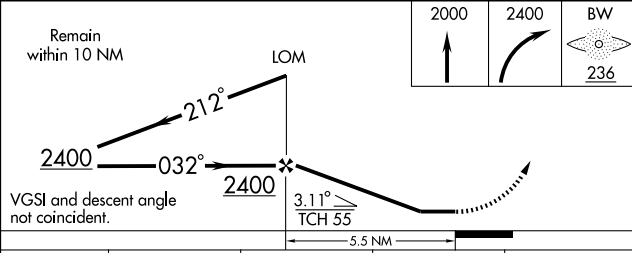
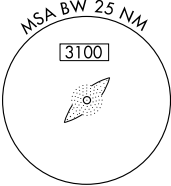
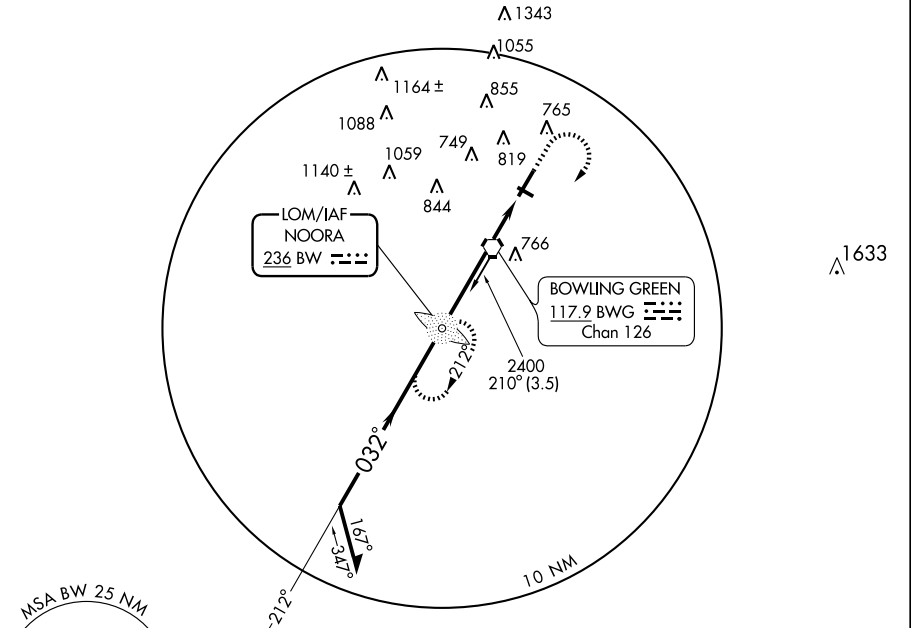


| | | | |
|--------|---------|----------|------|
| LOM BW | APP CRS | Rwy Idg | 6500 |
| 236 | 032° | TDZE | 547 |
| | | Apt Elev | 547 |

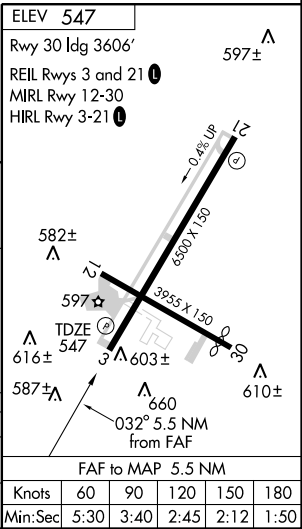


MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct BW LOM and hold.

| | | |
|-----------------|--------------------------------|---------------|
| ASOS 127.825 | MEMPHIS CENTER 133.85 317.6 | CTAF 123.0 |
|-----------------|--------------------------------|---------------|



| CATEGORY | A | B | C | D |
|----------|--------------------|----------------------|--------------------|----------------------|
| S-3 | 1120-1 573 (600-1) | 1120-1½ 573 (600-1½) | 1120-2 573 (600-2) | 1120-1¾ 573 (600-1¾) |
| CIRCLING | 1120-1 573 (600-1) | 1120-1½ 573 (600-1½) | 1120-2 573 (600-2) | 1120-1¾ 573 (600-1¾) |



| | | |
|--|------------------------|---|
| WAAS CH 69510 W03A | APP CRS 032° | Rwy Idg 6500 TDZE 547 Apt Elev 547 |
|--|------------------------|---|

RNAV (GPS) RWY 3

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

Baro-VNAV NA when using Glasgow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Glasgow

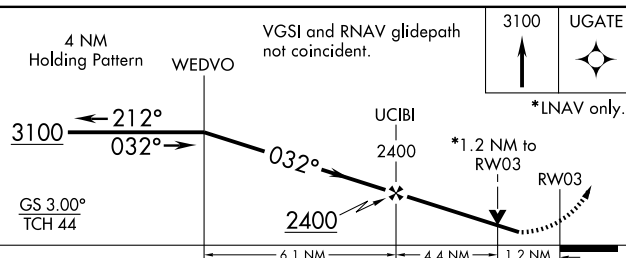
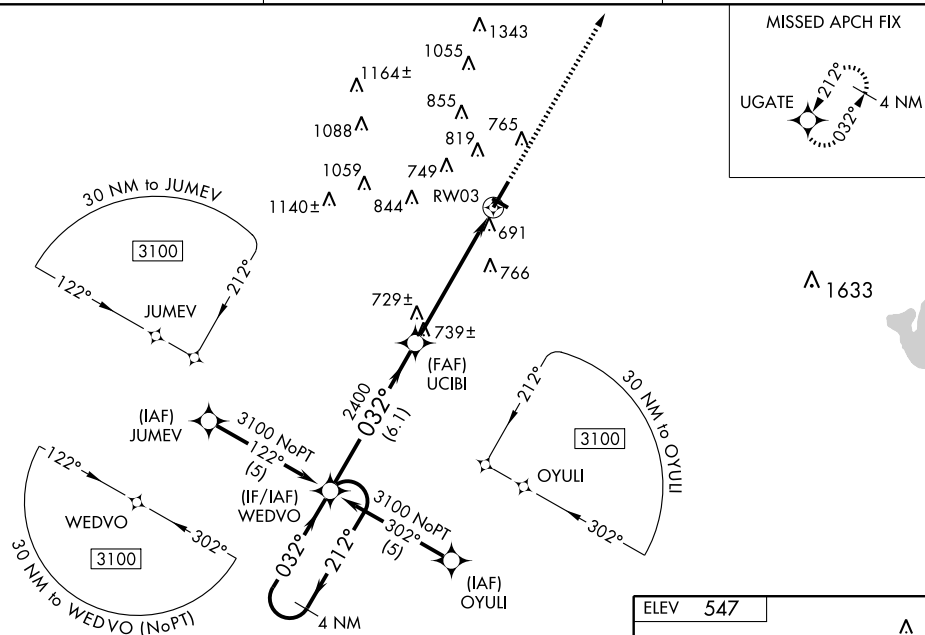
▲ altimeter setting and increase all DA 76 feet, all MDA 80 feet, and LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. ¼ mile, LNAV Cat. C and D ¼ mile and Circling Cat. C ¼ mile.

VDP NA when using Glasgow altimeter setting.

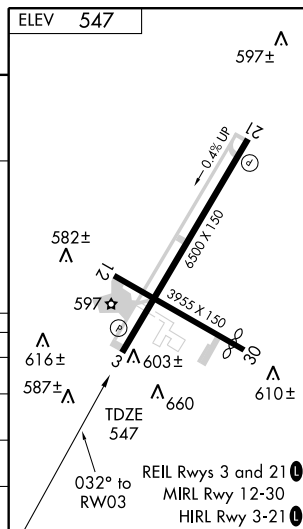
MISSED APPROACH:
Climb to 3100 direct
UGATE and hold.

ASOS
127.825

MEMPHIS CENTER
133.85 317.6

CTAF
123.0 L

| CATEGORY | A | B | C | D |
|------------------|--|-----------------------|--|---|
| LPV DA | 797- ³ / ₄ 250 (300- ³ / ₄) | | | |
| LNAV/ VNAV DA | 974-1 ¹ / ₂ 427 (500-1 ¹ / ₂) | | | |
| LNAV MDA | 980-1 | 433 (500-1) | 980-1 ¹ / ₄ 433 (500-1 ¹ / ₄) | 980-1 ¹ / ₂ 433 (500-1 ¹ / ₂) |
| CIRCLING | 1000-1 453 (500-1) | 1120-1 573 (600-1) | 1120-1 ¹ / ₂ 573 (600-1 ¹ / ₂) | 1120-2 573 (600-2) |



| | | | |
|----------|---------|----------|------|
| WAAS | APP CRS | Rwy Idg | 6500 |
| CH 57907 | 212° | TDZE | 522 |
| W21A | | Apt Elev | 547 |

RNAV (GPS) RWY 21

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

Baro-VNAV NA when using Glasgow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA.

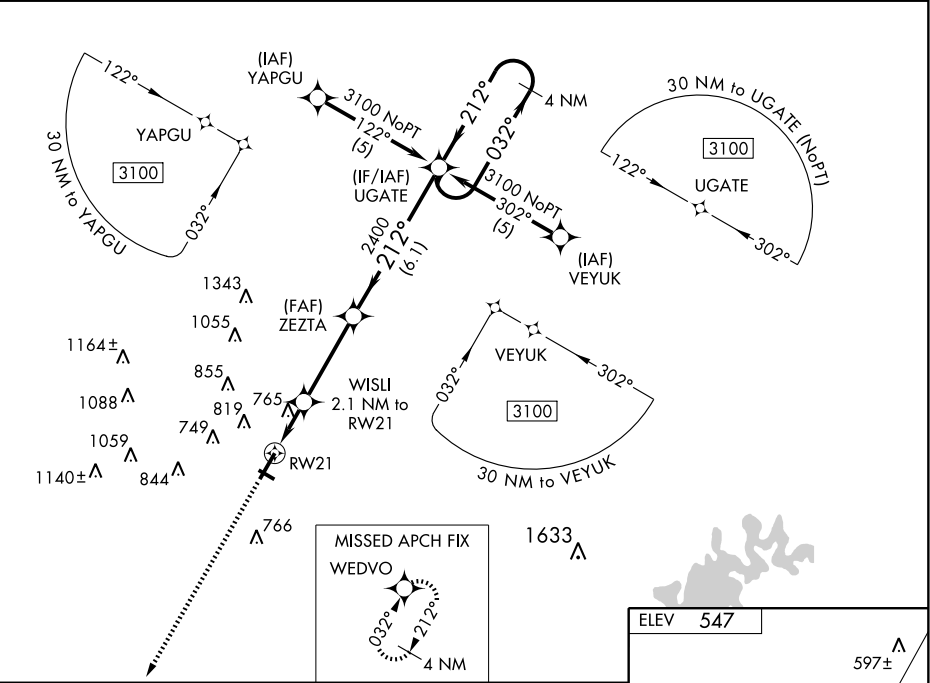
Visibility reduction by helicopters NA. When local altimeter setting not received, use Glasgow altimeter setting and increase all DA 76 feet, all MDA 80 feet, and LPV all Cats. visibility ¼ mile, LNAV Cat. C and D ¼ mile, and Circling Cat. C ¼ mile.

MISSED APPROACH:
Climb to 3100 direct
WEDVO and hold.

ASOS
127.825

MEMPHIS CENTER
133.85 317.6

CTAF
123.00



3100

WEDVO

VGSI and RNAV glidepath not coincident.

4 NM Holding Pattern

UGATE

ZEPTA

WISLI

RW21

*1240

2400

3100

032°

212°

GS 3.00°

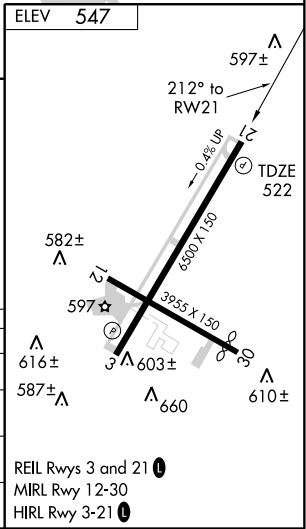
TCH 55

2.1 NM

3.5 NM

6.1 NM

| CATEGORY | A | B | C | D |
|--------------|---------------------|----------------------|----------------------|--------------------|
| LPV DA | 871-1¼ 349 (400-1¼) | | | |
| LNAV/VNAV DA | 1071-2 549 (600-2) | | | |
| LNAV MDA | 1020-1 498 (500-1) | 1020-1¼ 498 (500-1¼) | 1020-1½ 498 (500-1½) | |
| CIRCLING | 1020-1 473 (500-1) | 1120-1 573 (600-1) | 1120-1½ 573 (600-1½) | 1120-2 573 (600-2) |



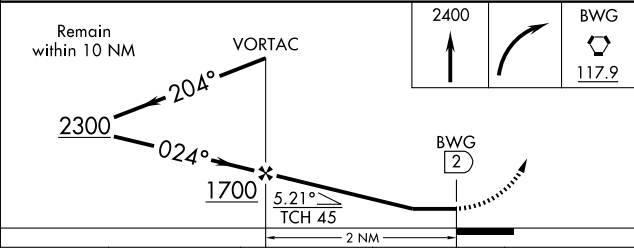
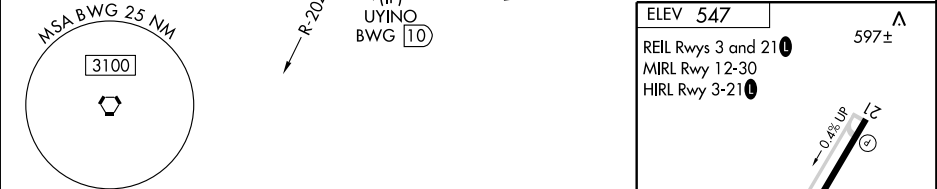
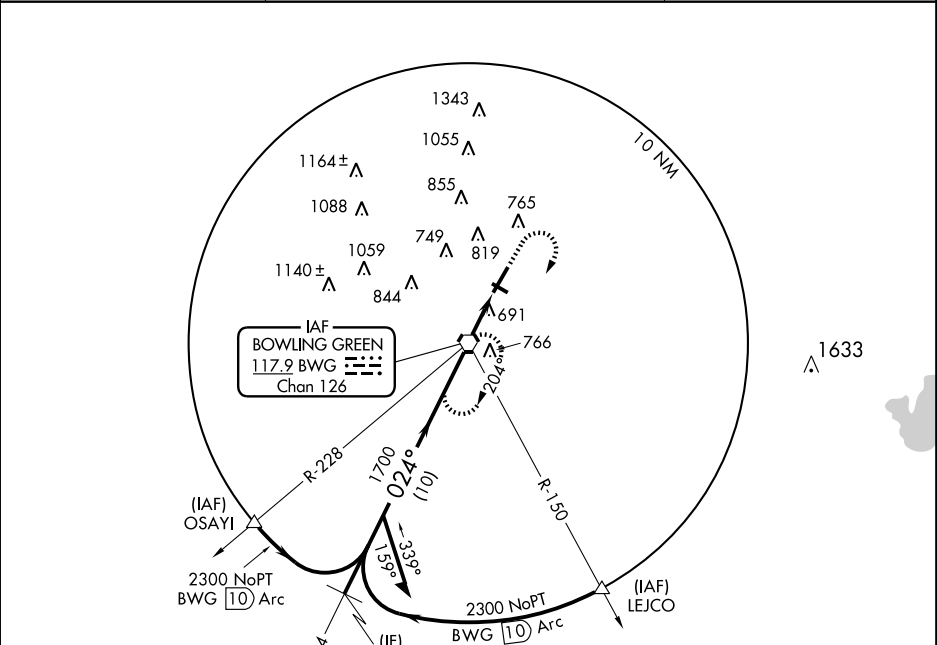
REIL Rwy 3 and 21
MIRL Rwy 12-30
HIRL Rwy 3-21

| | | | |
|------------|---------|----------|-----|
| VORTAC BWG | APP CRS | Rwy Idg | N/A |
| 117.9 | 024° | TDZE | N/A |
| Chan 126 | | Apt Elev | 547 |

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

| | |
|---|---|
| <p>▼ ▲</p> <p>When local altimeter setting not received use Glasgow altimeter setting and increase all MDA 80 feet and Circling Cat. C visibility ¼ mile.</p> | <p>MISSED APPROACH: Climb to 2400 then right turn direct BWG VORTAC and hold.</p> |
|---|---|

| | | |
|-----------------|--------------------------------|-----------------|
| ASOS 127.825 | MEMPHIS CENTER 133.85 317.6 | CTAF 123.0 0 |
|-----------------|--------------------------------|-----------------|



| CATEGORY | A | B | C | D | FAF to MAP 2 NM | | | | | |
|----------|-----------------------|-----------------------|-------------------------|-----------------------|-----------------|------|------|------|------|------|
| CIRCLING | 1000-1 453 (500-1) | 1120-1 573 (600-1) | 1120-1½ 573 (600-1½) | 1120-2 573 (600-2) | Knots | 60 | 90 | 120 | 150 | 180 |
| | | | | | Min:Sec | 2:00 | 1:20 | 1:00 | 0:48 | 0:40 |

| | | |
|---|------------------------|---|
| VORTAC BWG 117.9 Chan 126 | APP CRS 206° | Rwy Idg 6500 TDZE 522 Apt Elev 547 |
|---|------------------------|---|

VOR/DME RWY 21
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

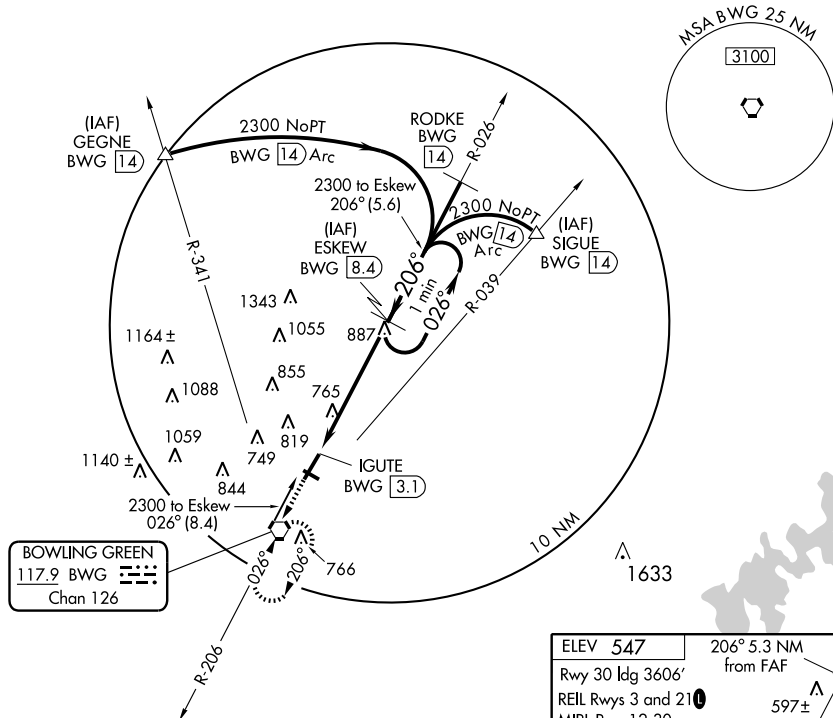
T
A NA

MISSED APPROACH: Climb to 2300 direct BWG VORTAC and hold.

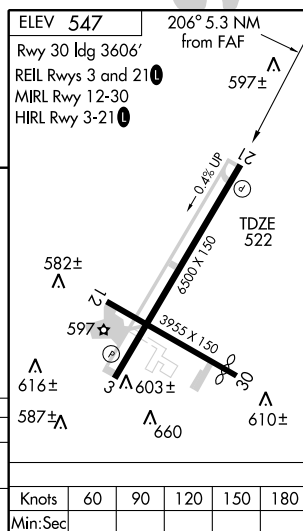
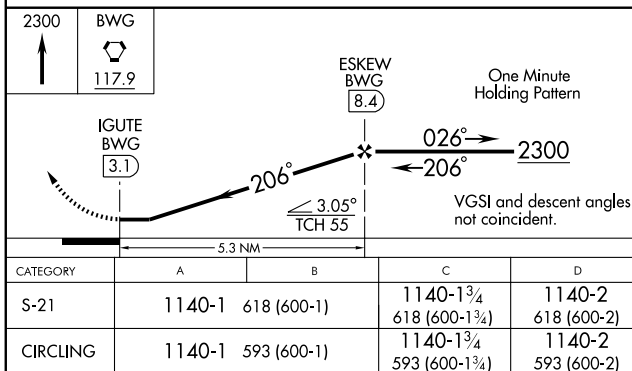
ASOS
127.825

MEMPHIS CENTER
133.85 317.6

CTAF
123.0 **L**



SE-1. 03 JUN 2010 to 01 JUL 2010



| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5003 |
| 052° | TDZE | 903 |
| | Apt Elev | 921 |

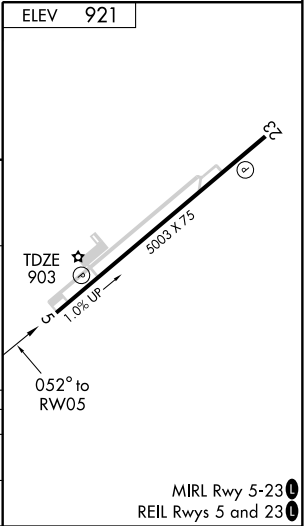
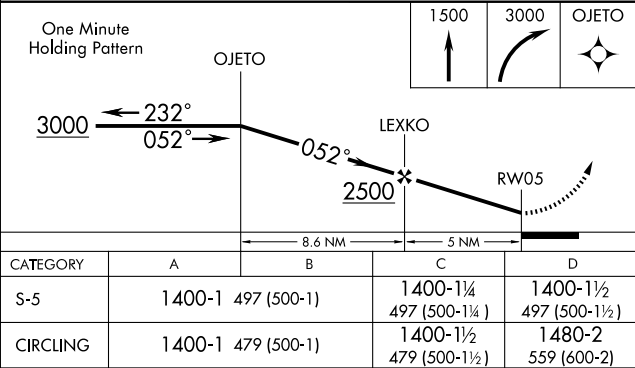
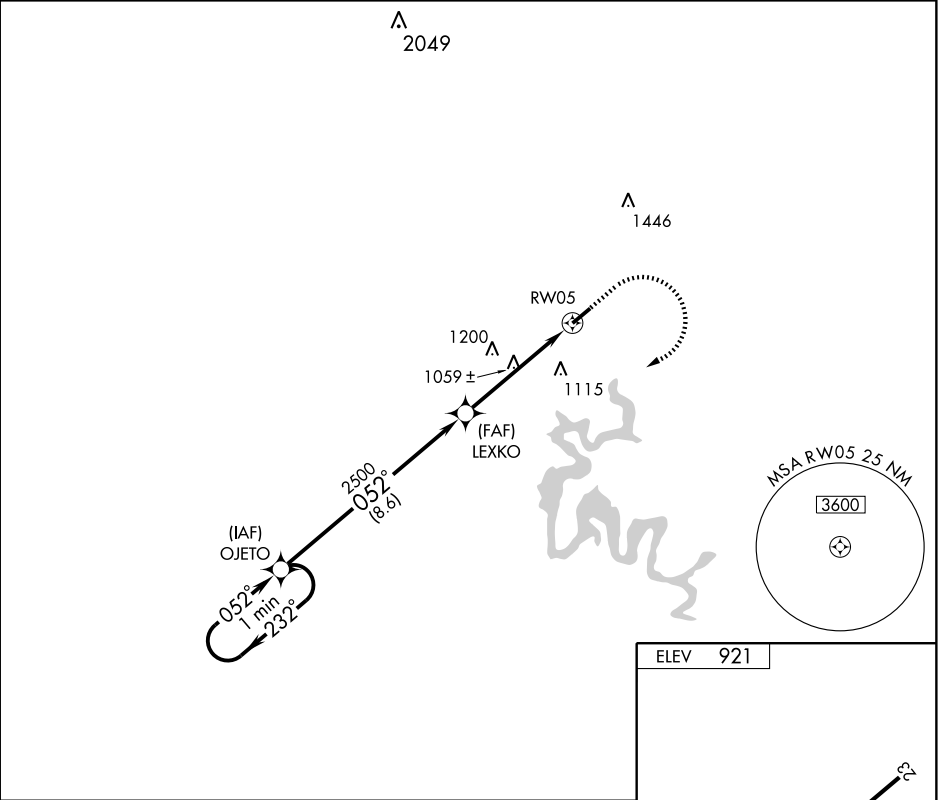
GPS RWY 5

CAMPBELLSVILLE/ TAYLOR COUNTY (AAS)

NA If local altimeter setting not received, use Somersset altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct OJETO WP and hold.

| | | |
|-------------------|---------------------------------------|------------------------|
| AWOS-3 121.125 | INDIANAPOLIS CENTER 121.175 353.65 | UNICOM 122.7 (CTAF) |
|-------------------|---------------------------------------|------------------------|



| | | | |
|------------|-------------|----------|------------|
| NDB TYC | APP CRS | Rwy Idg | 5003 |
| <u>272</u> | <u>232°</u> | TDZE | <u>921</u> |
| | | Apt Elev | <u>921</u> |

NDB or GPS RWY 23

CAMPBELLVILLE/ TAYLOR COUNTY(AAS)

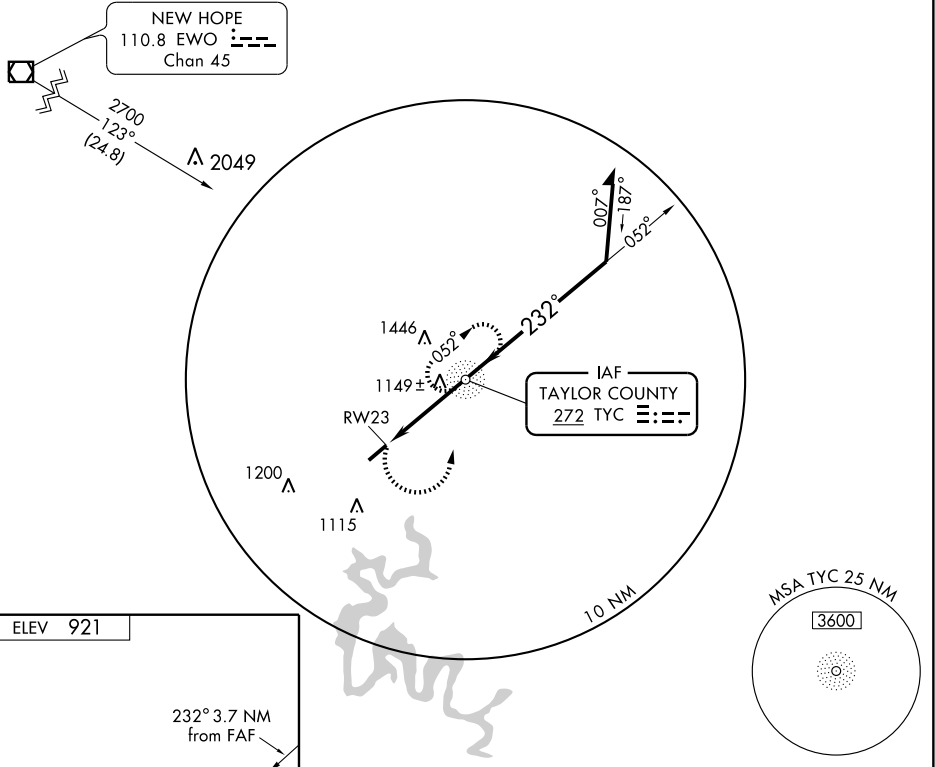
NA If local altimeter setting not received, use Somersett altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing left turn to 2700 direct TYC NDB and hold.

AWOS-3
121.125

INDIANAPOLIS CENTER
121.175 353.65

UNICOM
122.7 (CTAF)



ELEV 921

232° 3.7 NM from FAF

TDZE 921

5003 X 75

1.0% UP

MRL Rwy 5-23

REIL Rwy 5 and 23

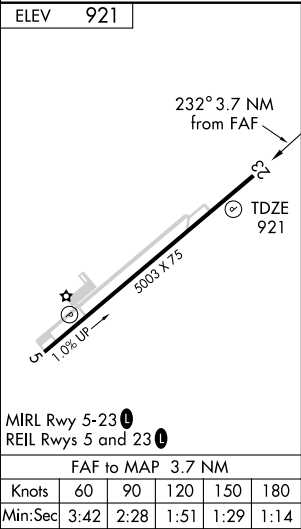
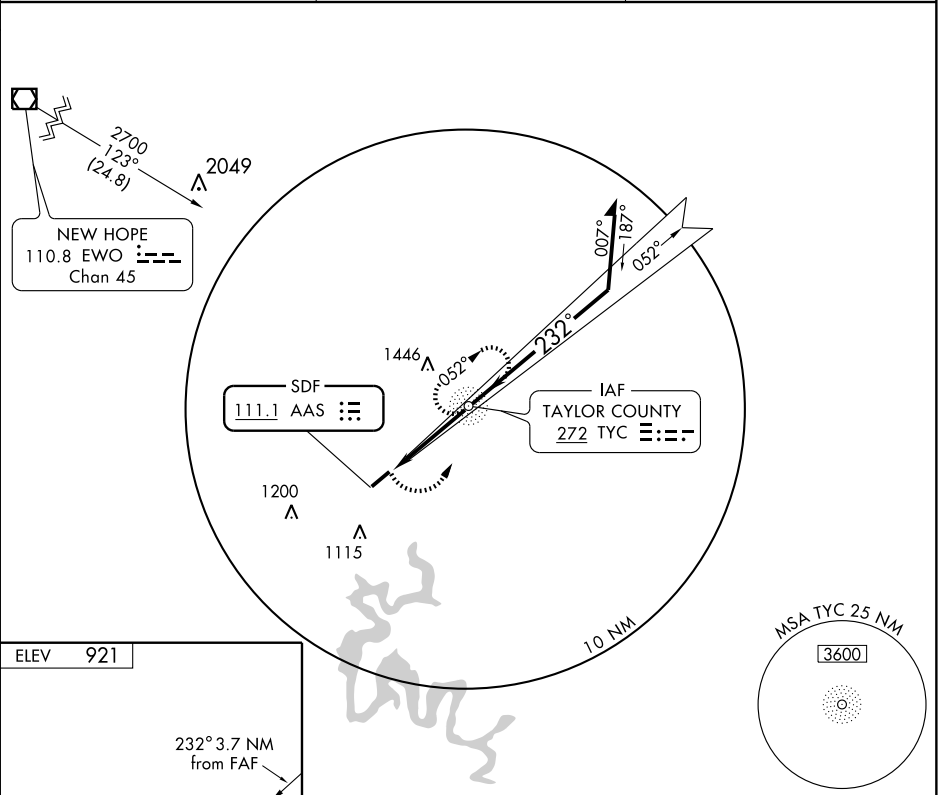
| FAF to MAP 3.7 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |



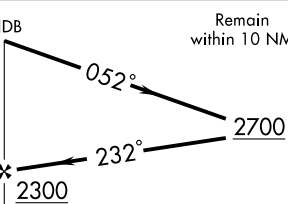
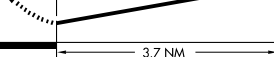
| | | | | | | | | |
|----------|------|--|--------------------|--|----------------------|--|----------------------|--|
| CATEGORY | A | | B | | C | | D | |
| | S-23 | | 1400-1 479 (500-1) | | 1400-1¼ 479 (500-1¼) | | 1400-1½ 479 (500-1½) | |
| CIRCLING | S-23 | | 1400-1 479 (500-1) | | 1400-1½ 479 (500-1½) | | 1480-2 559 (600-2) | |
| | S-23 | | 1400-1 479 (500-1) | | 1400-1½ 479 (500-1½) | | 1480-2 559 (600-2) | |

| | | | |
|---------|---------|----------|------|
| SDF AAS | APP CRS | Rwy Idg | 5003 |
| 111.1 | 232° | TDZE | 921 |
| | | Apt Elev | 921 |

| | |
|---|--|
| <div><div>▲ NA</div><div>If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet. ADF REQUIRED</div></div> | MISSED APPROACH: Climbing left turn to 2700 direct TYC NDB and hold. |
|---|--|

| | | |
|-------------------|---------------------------------------|--------------------------|
| AWOS-3 121.125 | INDIANAPOLIS CENTER 121.175 353.65 | UNICOM 122.7 (CTAF) 1 |
|-------------------|---------------------------------------|--------------------------|



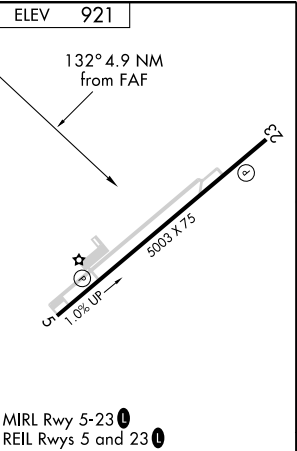
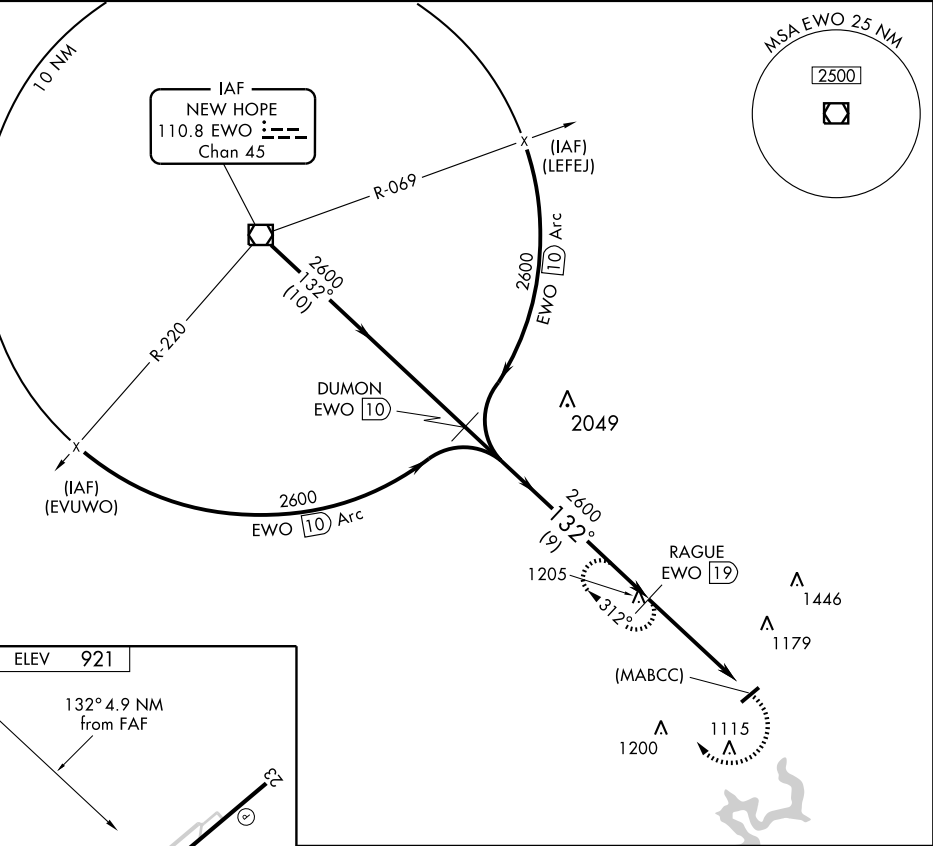
| | | | | |
|---|--|---|-------------------------|-------------------------|
| 2700 | TYC | | | |
|  |  272 | NDB | Remain within 10 NM | |
| | |  | | |
| (MAKPG) | | | | |
|  | | | | |
| CATEGORY | A | B | C | D |
| S-23 | 1360-1 | 439 (500-1) | 1360-1¼ 439 (500-1¼) | 1360-1½ 439 (500-1½) |
| CIRCLING | 1380-1 | 459 (500-1) | 1380-1½ 459 (500-1½) | 1480-2 559 (600-2) |

| | | | |
|-------------|---------|----------|-----|
| VOR/DME EWO | APP CRS | Rwy Idg | N/A |
| 110.8 | 132° | TDZE | N/A |
| Chan 45 | | Apt Elev | 921 |

NA If local altimeter setting not received, use Somersett altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 2600 via EWO R-132 to RAGUE 19 DME and hold.

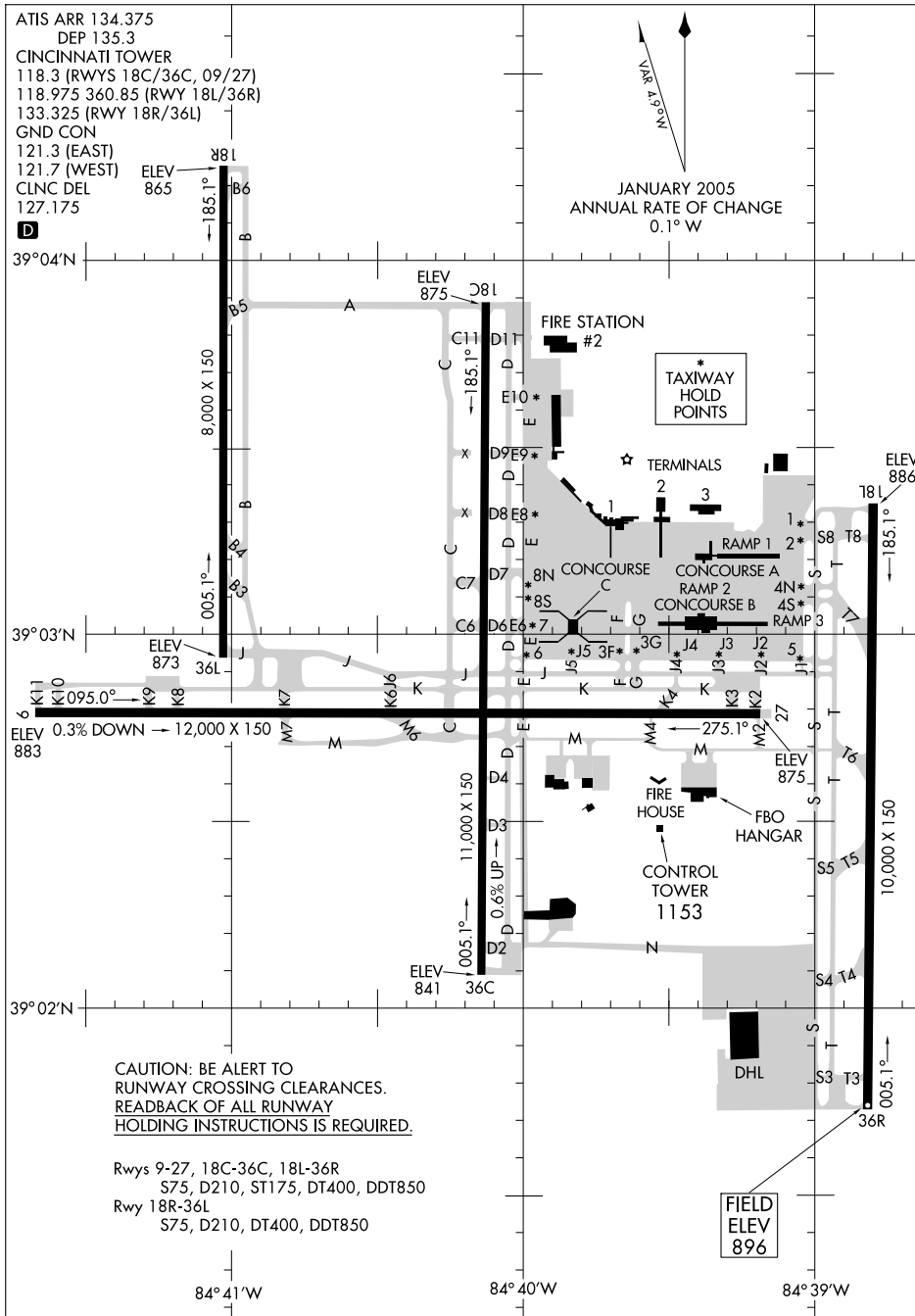
| | | |
|-------------------|---------------------------------------|------------------------|
| AWOS-3 121.125 | INDIANAPOLIS CENTER 121.175 353.65 | UNICOM 122.7 (CTAF) |
|-------------------|---------------------------------------|------------------------|



| | | | | | | | |
|--|-------------------------------|--------------------------------------|---------------------------------|--------------------------------------|---------------------------------|--|--------------------------------------|
| <p>VOR/DME</p> <p><u>3000</u></p> <p>Procedure Turn NA</p> | | <p>DUMON EWO 10</p> | | <p>RAGUE EWO 19</p> | | <p>2600</p> <p>EWO R-132 110.8</p> | <p>RAGUE EWO 19</p> |
| <p>132°</p> | | <p><u>2600</u></p> | | <p><u>2600</u></p> | | <p>(MABCC) EWO 23.9</p> | |
| <p>10 NM</p> | | <p>9 NM</p> | | <p>4.9 NM</p> | | | |
| CATEGORY | A | | B | | C | | D |
| CIRCLING | <p>1440-1 519 (600-1)</p> | | <p>1440-1¼ 519 (600-1¼)</p> | | <p>1440-1½ 519 (600-1½)</p> | | <p>1480-2 559 (600-2)</p> |

AIRPORT DIAGRAM

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
AL-655 (FAA) COVINGTON, KENTUCKY



ATIS DEP 135.3

CLNC DEL

127.175

GND CON

121.7 (WEST) 121.3 (EAST)

CINCINNATI TOWER

118.3 (RWYS 18C/36C, 9/27)


118.975 360.85 (RWY 18L/36R)


133.325 (RWY 18R/36L)

CINCINNATI DEP CON


128.7 254.25 (180°-359°)


126.65 254.25 (360°-179°)


CINCINNATI
117.3 CVG 
Chan 120
N39°00.96'
W84°42.20'

LOCALIZER 110.75
I-VAC 
Chan 44 (Y)
N39°04.42'-W84°41.02'

NICID
I-CVG 
N39°04.69'
W84°40.11'

LOCALIZER 109.9
I-CVG 
Chan 36
N39°04.06'-W84°40.12'

LOCALIZER 110.15
I-CIZ 
Chan 38(Y)
N39°01.53'-W84°38.81'

NABB
112.4 ABB 
Chan 71

R-3403A
CHCLL
N38°28.83'
W84°58.71'

PONIE
N38°19.83'
W85°03.28'


R-3704
A&B
FL210
*2400
196° (56)


LOUISVILLE
114.8 IUU 
Chan 95
N38°06.21'
W85°34.65'

SKINN
N37°49.50'
W86°04.62'

TRFWA
N38°01.03'
W84°47.43'

DRUSS
I-CIZ 
N39°00.03'
W84°38.82'

FALMOUTH
117.0 FLM 
Chan 117

LEXINGTON
112.6 HYK 
Chan 73
N37°57.98'-W84°28.35'
L-26-27, H-10

NOTE: TURBOJETs accelerate to 250 KIAS
until reaching 10,000 MSL, if unable, advise ATC.

TAKE-OFF MINIMUMS:

Rwys 9, 27, 18C, 18R: STANDARD.

Rwys 18L, 36L, 36C STANDARD with the following minimum climb requirements;

Rwy 18L: ATC climb of 240' per NM to 1300.

Rwy 36L: ATC climb of 292' per NM to 1300.

Rwy 36C: ATC climb of 500' per NM until 1300.

NOTE: Radar Required.

NOTE: DME Required Rwy 18L/36L/36C.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....

TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....

TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....

TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....

TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....

TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....

TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....

TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....

....expect radar vectors to transition or filed/assigned route.

Turbojet aircraft maintain 6000 feet, all other aircraft maintain 4000 feet.

Expect clearance to requested altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC.

BOWLING GREEN TRANSITION (BLGRS8.BWG): From over CVG VORTAC via CVG R-206 and IIU R-060 to IIU VORTAC then via IIU R-234 to SKINN INT then via BWG R-016 to BWG VORTAC.

LEXINGTON TRANSITION (BLGRS8.HYK): From over CVG VORTAC via CVG R-169 and HYK R-357 to HYK VORTAC.

LOUISVILLE TRANSITION (BLGRS8.IIU): From over CVG VORTAC via CVG R-206 and IIU R-060 to IIU VORTAC.

TRFWA TRANSITION (BLGRS8.TRFWA): From over CVG VORTAC via CVG R-188 to TRFWA INT.

TAKE-OFF OBSTACLE NOTES:

Rwy 9: Tree 3385' from DER, 1117' right of centerline, 68' AGL/988' MSL.

Trees beginning 4562' from DER, 900' left of centerline, up to 98' AGL/1003' MSL.

Rwy 18C: Multiple Trees beginning 1882' from DER, 834' left of centerline, up to 80' AGL/974' MSL.

Tree 3473' from DER, 904' right of centerline, 79' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 84' AGL/962' MSL.

Rwy 27: Multiple Trees beginning 1084' from DER, 25' left of centerline, up to 95' AGL/955' MSL.

Trees beginning 1951' from DER, 482' right of centerline, from 95' AGL/965' MSL.

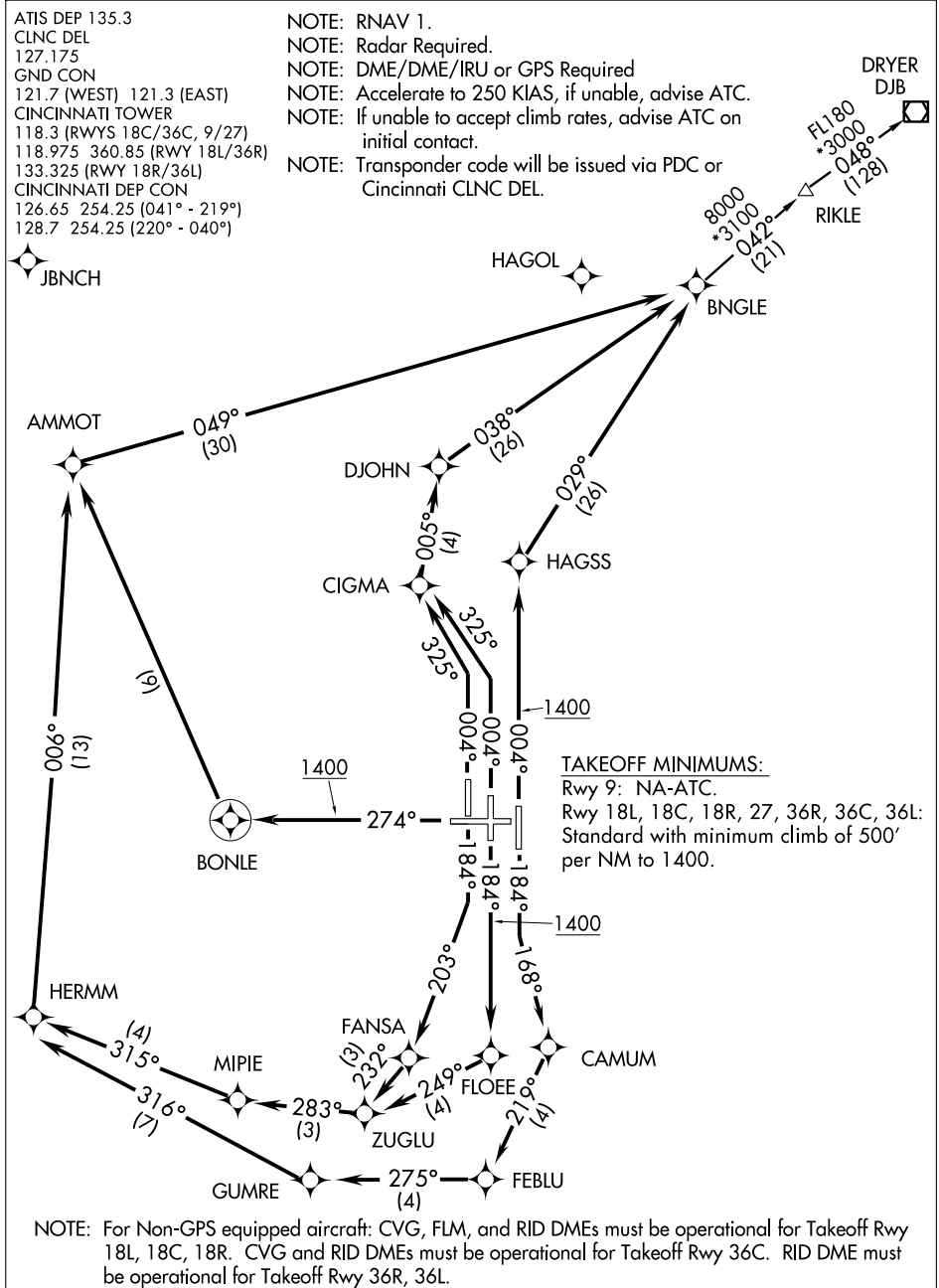
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 103' AGL/963' MSL.

Rwy 36L: Trees beginning 1033' from DER, 300' left of centerline, up to 98' AGL/922' MSL.

Multiple Trees beginning 1274' from DER, 84' right of centerline, up to 92' AGL/932' MSL.

Rwy 36R: Tree 1602' from DER, 754' right of centerline, 58' AGL/938' MSL.

Light Pole 1476' from DER, 813' left of centerline, 46' AGL/926' MSL.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 03 JUN 2010 to 01 JUL 2010



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct AMMOT, then via depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then then via depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to BNGLE, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

DRYER TRANSITION (BNGLE2.DJB):

RIKLE TRANSITION (BNGLE2.RIKLE):

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.

Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

CEGRM ONE ARRIVAL (RNAV)

CINCINNATI APP CON
123.875 363.15
ATIS ARR
134.375

DANVILLE TRANSITION (DNV.CEGRM1):JOLIET TRANSITION (JOT.CEGRM1):

From over CEGRM WP via 129° track to BCATT WP, thence as depicted to ZETIP WP.

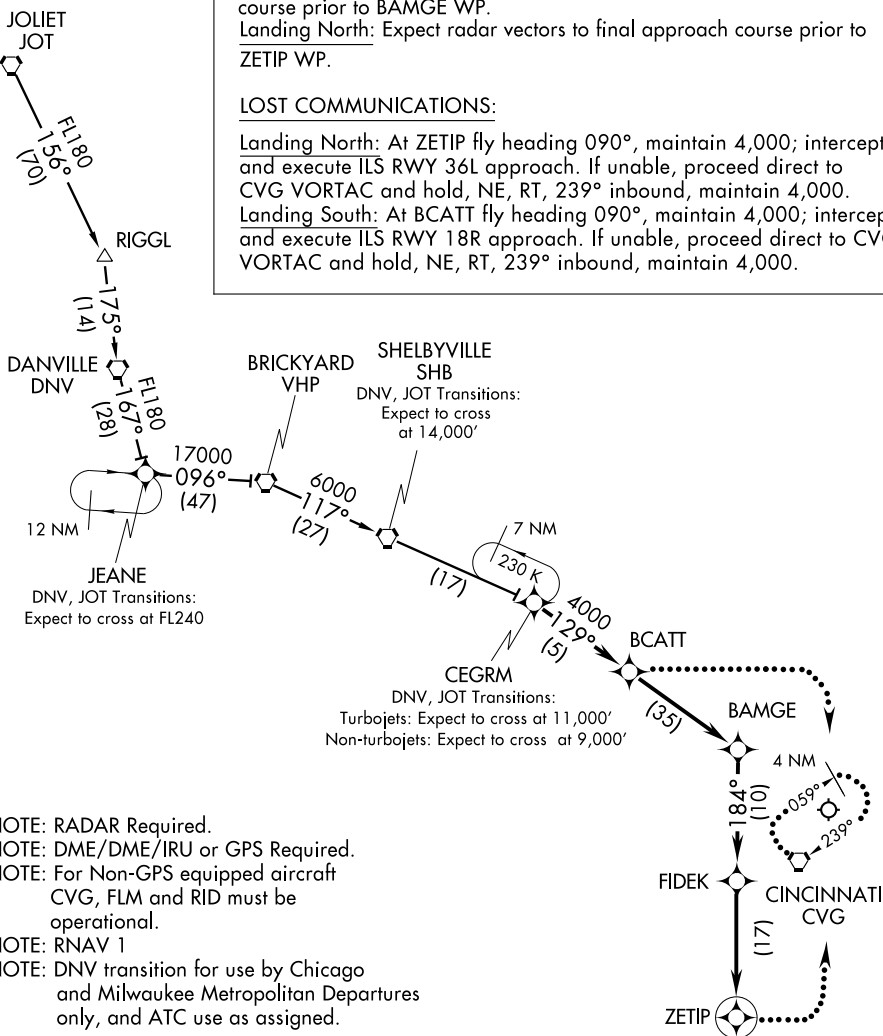
Landing South, East, West: Expect radar vectors to final approach course prior to BAMGE WP.

Landing North: Expect radar vectors to final approach course prior to ZETIP WP.

LOST COMMUNICATIONS:

Landing North: At ZETIP fly heading 090°, maintain 4,000; intercept and execute ILS RWY 36L approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.

Landing South: At BCATT fly heading 090°, maintain 4,000; intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4,000.



NOTE: RADAR Required.

NOTE: DME/DME/IRU or GPS Required.

NOTE: For Non-GPS equipped aircraft
CVG, FLM and RID must be
operational.

NOTE: RNAV 1

NOTE: DNV transition for use by Chicago
and Milwaukee Metropolitan Departures
only, and ATC use as assigned.

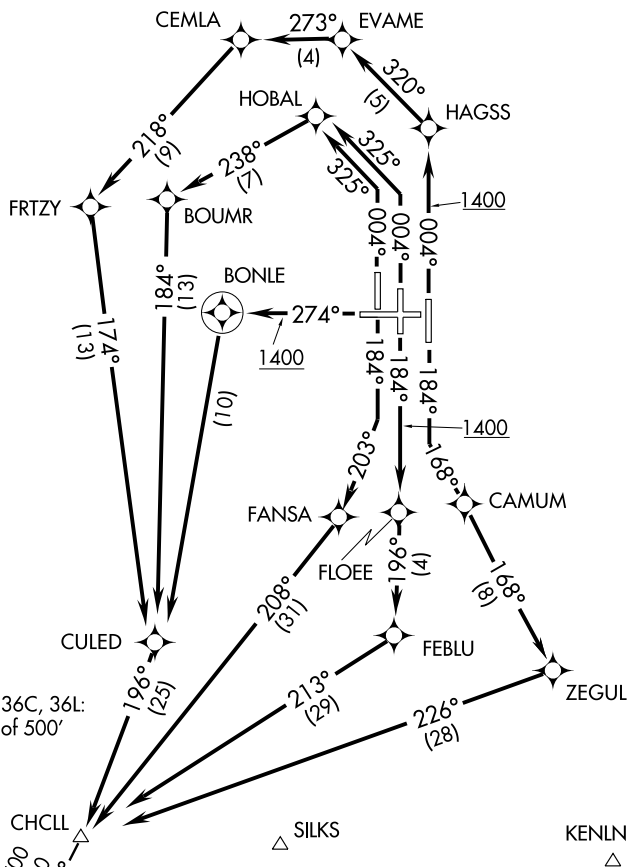
NOTE: Chart not to scale.

CHCLL TWO DEPARTURE (RNAV)

SL-655 (FAA)

COVINGTON, KENTUCKY

ATIS DEP 135.3
 CLNC DEL
 127.175
 GND CON
 121.7 (WEST) 121.3 (EAST)
 CINCINNATI TOWER
 118.3 (RWYS 18C/36C, 9/27)
 118.975 360.85 (RWY 18L/36R)
 133.325 (RWY 18R/36L)
 CINCINNATI DEP CON
 126.65 254.25 (041° - 219°)
 128.7 254.25 (220° - 040°)



TAKEOFF MINIMUMS:

Rwy 9: NA-ATC.

Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:

Standard with minimum climb of 500' per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: DME/DME/IRU or GPS Required.

NOTE: Radar Required.

NOTE: RNAV 1.

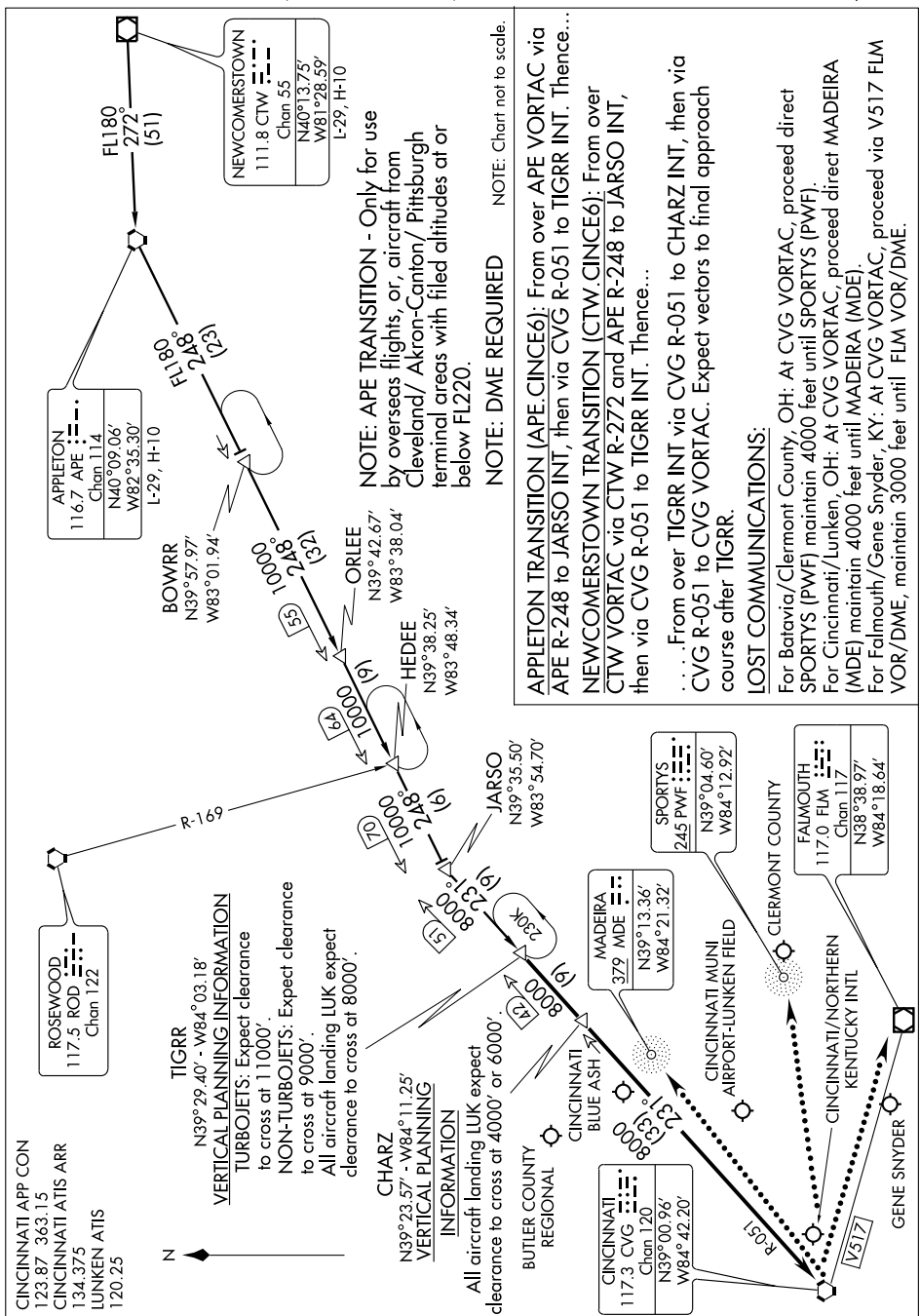
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.


NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: For Non-GPS equipped aircraft: CVG and FLM DMEs must be operational for Takeoff Rwy 18L, 18C, 18R, 27. CVG and RID DMEs must be operational for Takeoff Rwy 36R. CVG DME must be operational for Takeoff Rwy 36C, 36L.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



LEXINGTON
112.6 HYK 
Chan 73
N37°57.98'-W84°28.35'
L-26-27, H-10

NOTE: Chart not to scale.

SE-1. 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....

TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....

TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....

TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....

TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....

TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....

TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....

TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....

....expect radar vectors to transition or filed/assigned route. Turbojet aircraft maintain 6000 feet; all other aircraft maintain 4000 feet. Expect clearance to requested altitude/flight level ten minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC. AIRCRAFT FILED OVER RICHMOND (RID) VORTAC MUST FILE A REQUESTED ALTITUDE AT/ BELOW 10,000 FEET.

TAKE-OFF MINIMUMS:

Rwys 9, 27, 18C, 18R: STANDARD.

Rwys 18L, 36L, 36C: STANDARD with the following minimum climb requirements;

Rwy 18L: ATC climb of 240' per NM to 1300.

Rwy 36L: ATC climb of 292' per NM to 1300.

Rwy 36C: ATC climb of 500' per NM until 1300.

TAKE-OFF OBSTACLE NOTES:

Rwy 9: Tree 3385' from DER, 1117' right of centerline, 68' AGL/988' MSL.

Trees beginning 4562' from DER, 900' left of centerline, up to 98' AGL/1003' MSL.

Rwy 18C: Multiple Trees beginning 1882' from DER, 834' left of centerline, up to 80' AGL/974' MSL.

Tree 3473' from DER, 904' right of centerline, 79' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 84' AGL/962' MSL.

Rwy 27: Multiple Trees beginning 1084' from DER, 25' left of centerline, up to 95' AGL/955' MSL.

Trees beginning 1951' from DER, 482' right of centerline, from 95' AGL/965' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 103' AGL/963' MSL.

Rwy 36L: Trees beginning 1033' from DER, 300' left of centerline, up to 98' AGL/922' MSL.

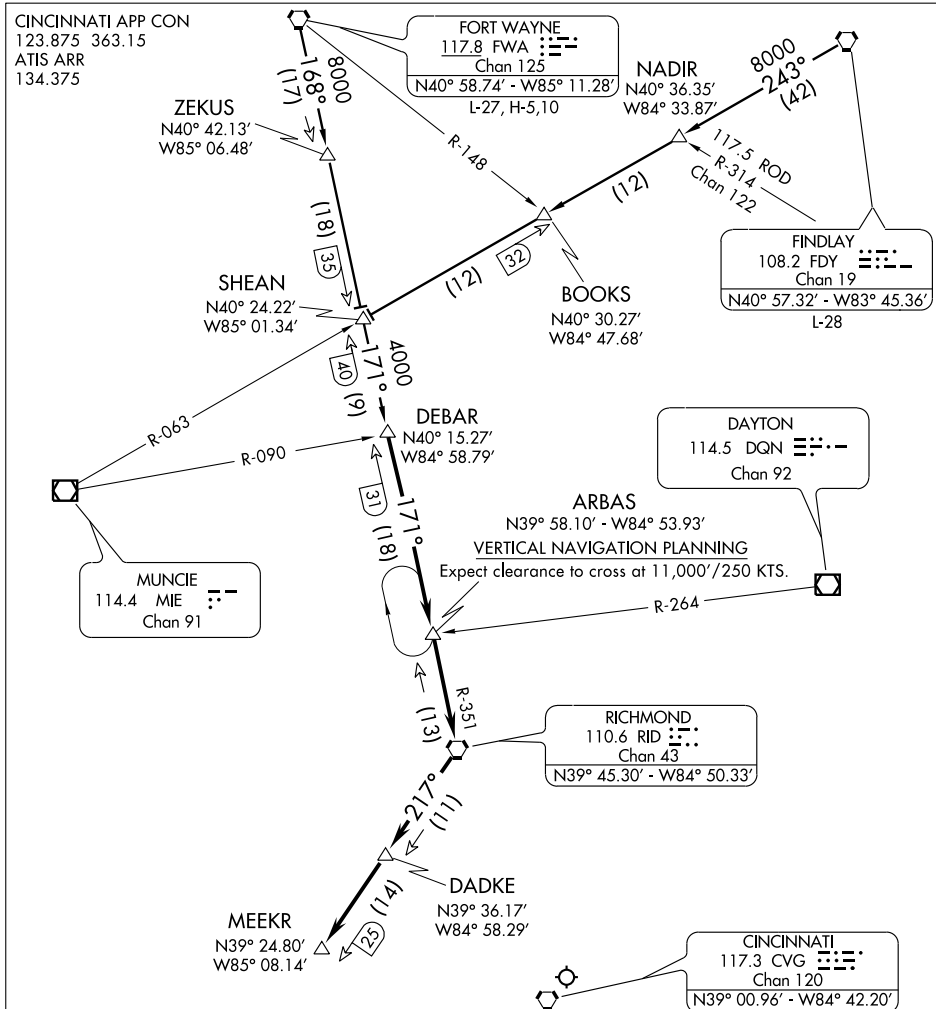
Multiple Trees beginning 1274' from DER, 84' right of centerline, up to 92' AGL/932' MSL.

Rwy 36R: Tree 1602' from DER, 754' right of centerline, 58' AGL/938' MSL.

Light Pole 1476' from DER, 813' left of centerline, 46' AGL/926' MSL..

DEBAR ONE ARRIVAL

COVINGTON, KENTUCKY



SE-1, 03 JUN 2010 to 01 JUL 2010

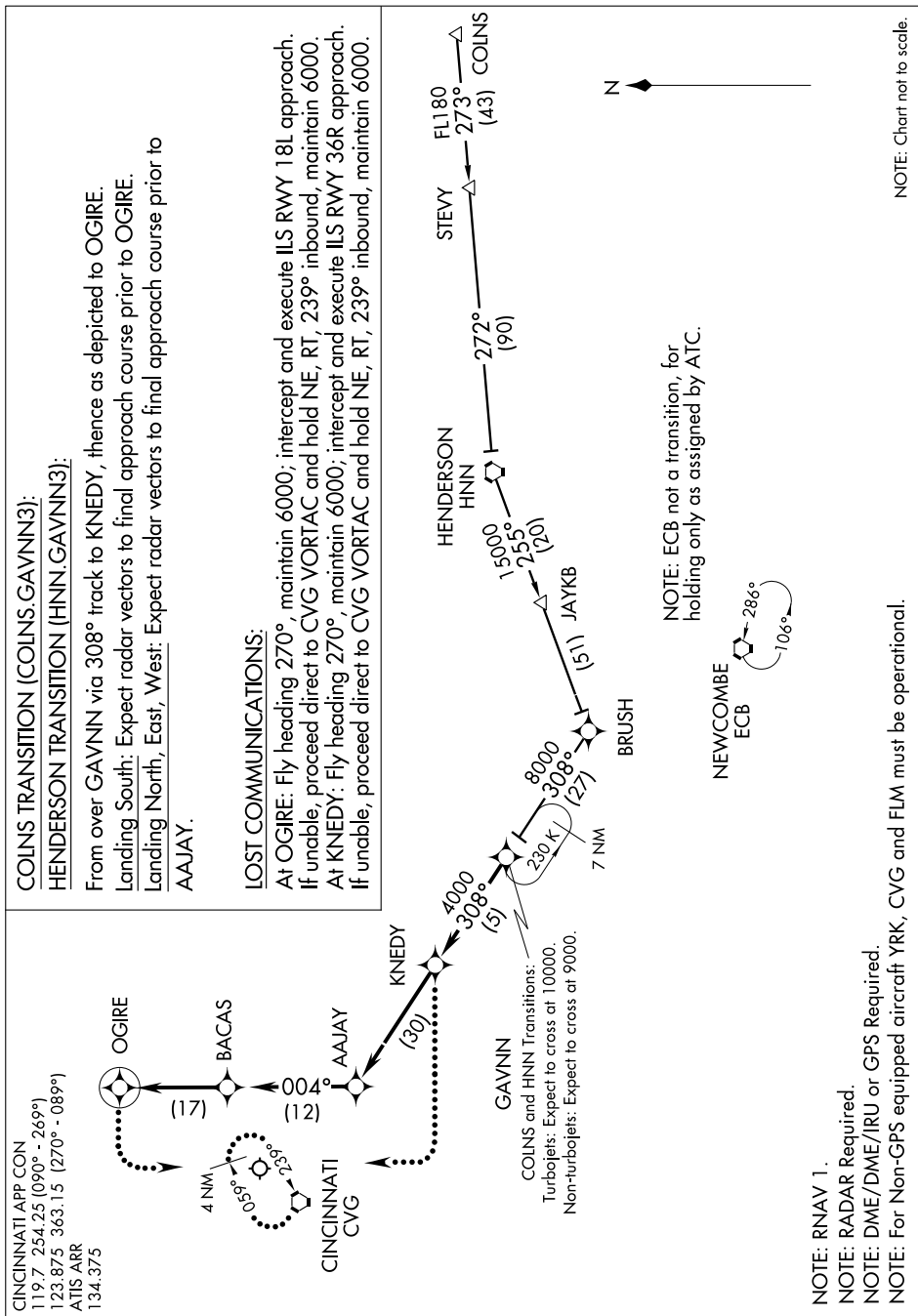
NOTE: DME Required.

NOTE: Chart not to scale.

FINDLAY TRANSITION (FDY.DEBAR1): From over FDY VORTAC via FDY R-243 and MIE R-063 to SHEAN INT, then via RID R-351 to DEBAR INT, thence....

FORT WAYNE TRANSITION (FWA.DEBAR1): From over FWA VORTAC via FWA R-168 to SHEAN INT, then via RID R-351 to DEBAR INT, thence....

....From over DEBAR INT via RID R-351 to RID VORTAC then via RID R-217 to MEEKR. Expect vectors to final approach course after MEEKR.



ATIS DEP 135.3
 CLNC DEL
 127.175
 GND CON
 121.7 (WEST) 121.3 (EAST)
 CINCINNATI TOWER
 118.3 (RWYS 18C/36C, 9/27)
 118.975 360.85 (RWY 18L/36R)
 133.325 (RWY 18R/36L)
 CINCINNATI DEP CON
 126.65 254.25 (041° - 219°)
 128.7 254.25 (220° - 040°)

NOTE: York Transition limited to aircraft
 filed at or below FL220.

NOTE: If unable to accept climb rates, advise
 ATC on initial contact.

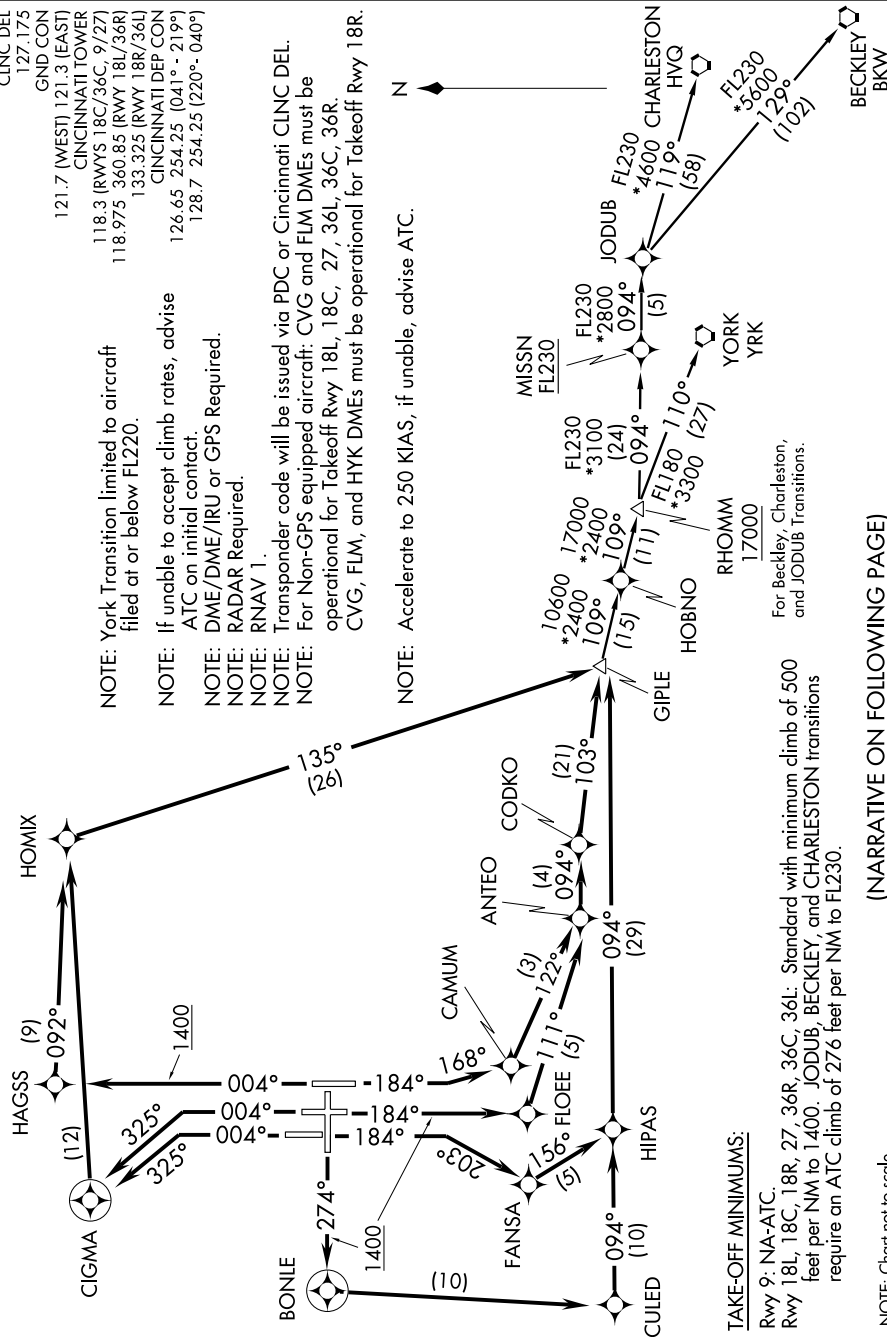
NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR Required.

NOTE: RNAV 1.

NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
 For Non-GPS equipped aircraft: CVG and FLM DMEs must be
 operational for Takeoff Rwy 18L, 18C, 27, 36L, 36C, 36R.
 CVG, FLM, and HYK DMEs must be operational for Takeoff Rwy 18R.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.



TAKE-OFF MINIMUMS:

Rwy 9: NA-ATC.

Rwy 18L, 18C, 18R, 27, 36R, 36L: Standard with minimum climb of 500
 feet per NM to 1400. JODUB, BECKLEY, and CHARLESTON transitions
 require an ATC climb of 276 feet per NM to FL230.

For Beckley, Charleston,
 and JODUB Transitions.

(NARRATIVE ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to GIPLE, thence. . . .

TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to GIPLE, thence. . . .

TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to GIPLE, thence. . . .

TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then left turn via track 094° to HIPAS, then via depicted route to GIPLE, thence. . . .

TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to GIPLE, thence. . . .

TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then via depicted route to GIPLE, thence. . . .

TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then via depicted route to GIPLE, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

BECKLEY TRANSITION (GIPLE3.BKW):

CHARLESTON TRANSITION (GIPLE3.HVQ)

JODUB TRANSITION (GIPLE3.JODUB)

YORK TRANSITION (GIPLE3.YRK):

TAKEOFF OBSTACLE NOTES:

RWY 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

RWY 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

RWY 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

RWY 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

ATIS DEP 135.3
 CLNC DEL
 127.175
 CINCINNATI TOWER
 118.3 (RWYS 18C/36C, 9/27)
 118.975 360.85 (RWY 18L/36R)
 133.325 (RWY 18R/36L)
 GND CON
 121.7 (WEST) 121.3 (EAST)
 CINCINNATI DEP CON
 126.65 254.25 (041°-220°)
 128.7 254.25 (220°-040°)

NOTE: For non-GPS equipped aircraft: CVG, FLM and RID DMEs must be operational for Takeoff Rwy 18L, 18C, 18R. FLM and RID DMEs must be operational for Takeoff Rwy 27. DQN and RID DMEs must be operational for Takeoff Rwy 36R, 36C, 36L.

NOTE: DME/DME/IRU or GPS Required.

NOTE If unable to accept climb rates, advise ATC on initial contact.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: RADAR Required.

NOTE: RNAV 1.

NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

JBNCH

TAKE-OFF MINIMUMS:

Rwy 9, NA-ATC.

Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L,
STANDARD with minimum climb of 500'
per NM until 1400.

BNGLE

HAGOL

AMMOT

DJOHN

CIGMA

HAGSS

BONLE

HERMM

MIPIE

FAN:



GUMF

(4)

BLU

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to HAGOL, thence....

TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to HAGOL, thence....

TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to HAGOL, thence....

TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct AMMOT, then via depicted route to HAGOL, thence....

TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to HAGOL, thence....

TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to HAGOL, thence....

TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to HAGOL, thence....

....turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

DAYTON TRANSITION (HAGOL2.DQN):

ROSEWOOD TRANSITION (HAGOL2.ROD):

TAKE-OFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL. Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

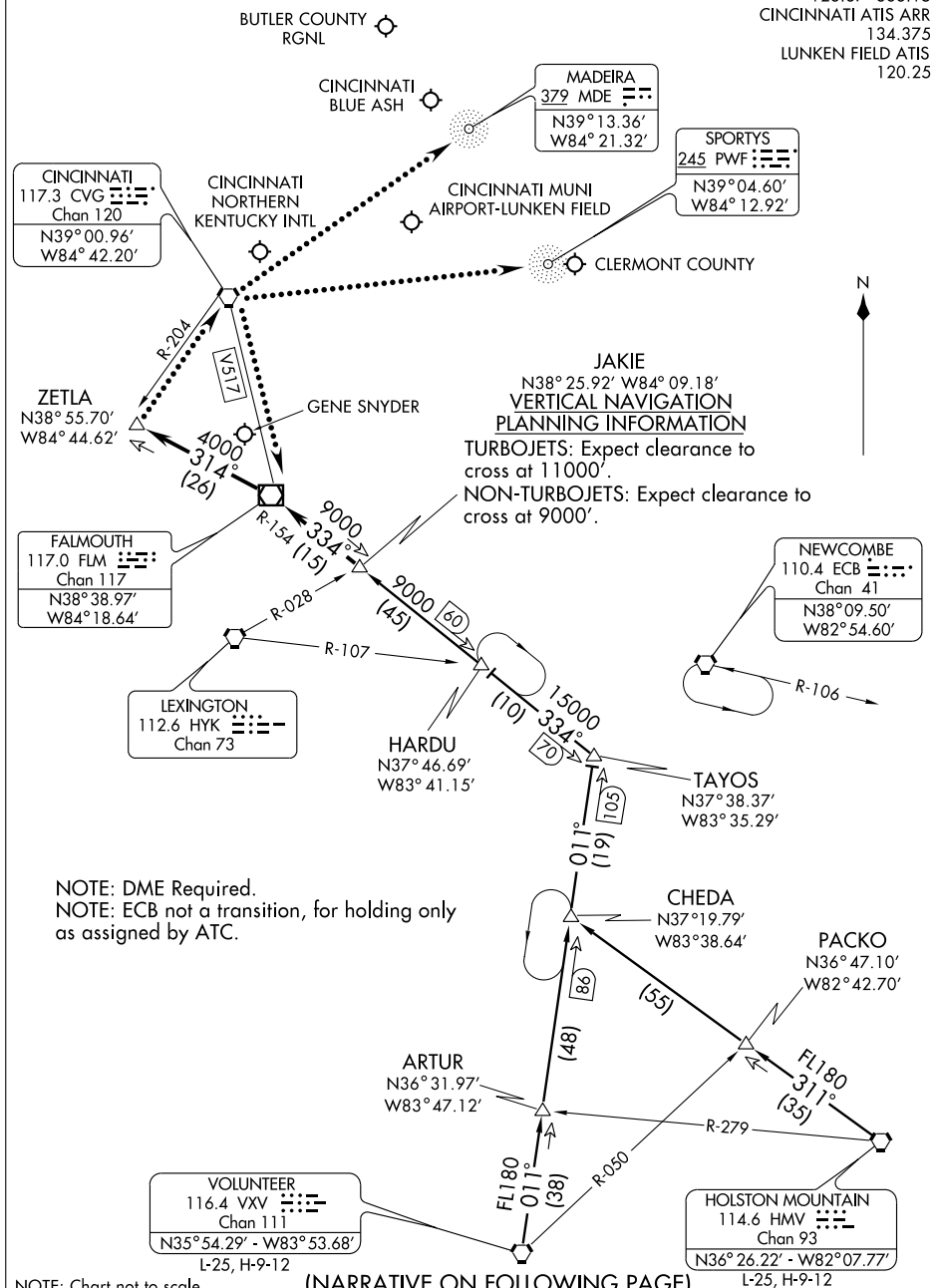
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.
Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN FIELD ATIS
120.25



ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . .

. . . From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).

For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.

For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.

For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

| | | |
|--|------------------------|--|
| LOC/DME I-SIC 111.55 Chan 52 (Y) | APP CRS 184° | Rwy Idg 11000 TDZE 875 Apt Elev 896 |
|--|------------------------|--|

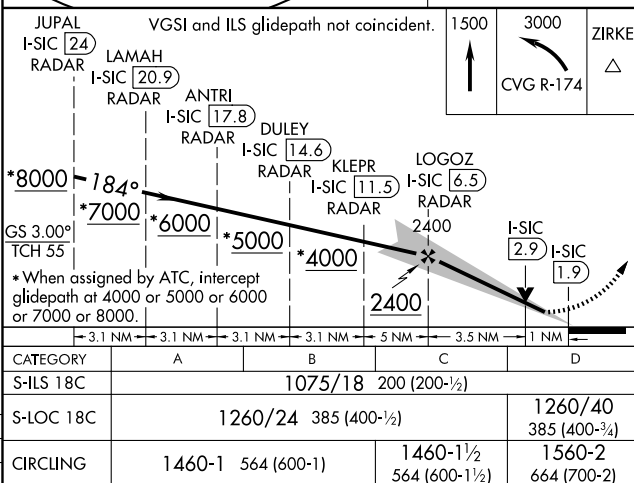
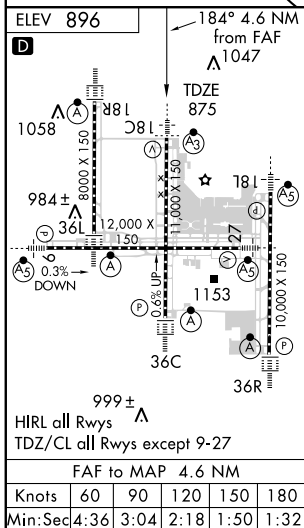
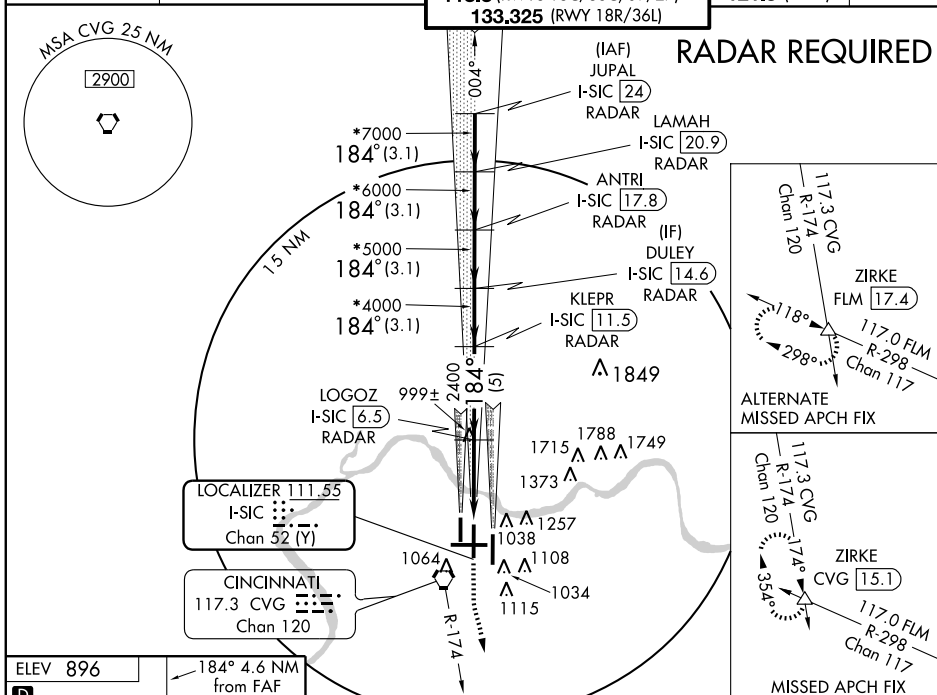
COVINGTON / ILS or LOC RWY 18C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T Simultaneous approach authorized with Rwy 18L and 18R.
A DME or RADAR REQUIRED. LOC procedure NA during simultaneous operations.

SSALR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-174 to ZIRKE Int/CVG 15.1 DME and hold.

| | | | | | |
|---------------|-----------------------------|--|------------------------------|--------------|----------|
| ATIS | CINCINNATI APP CON | | CINCINNATI TOWER | GND CON | CLNC DEL |
| ARR DEP | 119.7 254.25 (090°- 269°) | | 118.975 360.85 (RWY 18L/36R) | 121.7 (WEST) | |
| 134.375 135.3 | 123.875 363.15 (270°- 089°) | | 118.3 (RWYS 18C/36C, 09/27) | 121.3 (EAST) | 127.175 |



| | | | |
|---------------|---------|----------|-------|
| LOC/DME I-CIZ | APP CRS | Rwy Idg | 10000 |
| 110.15 | 184° | TDZE | 889 |
| Chan 38 (Y) | | Apt Elev | 896 |

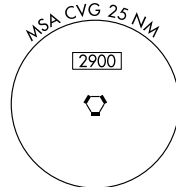
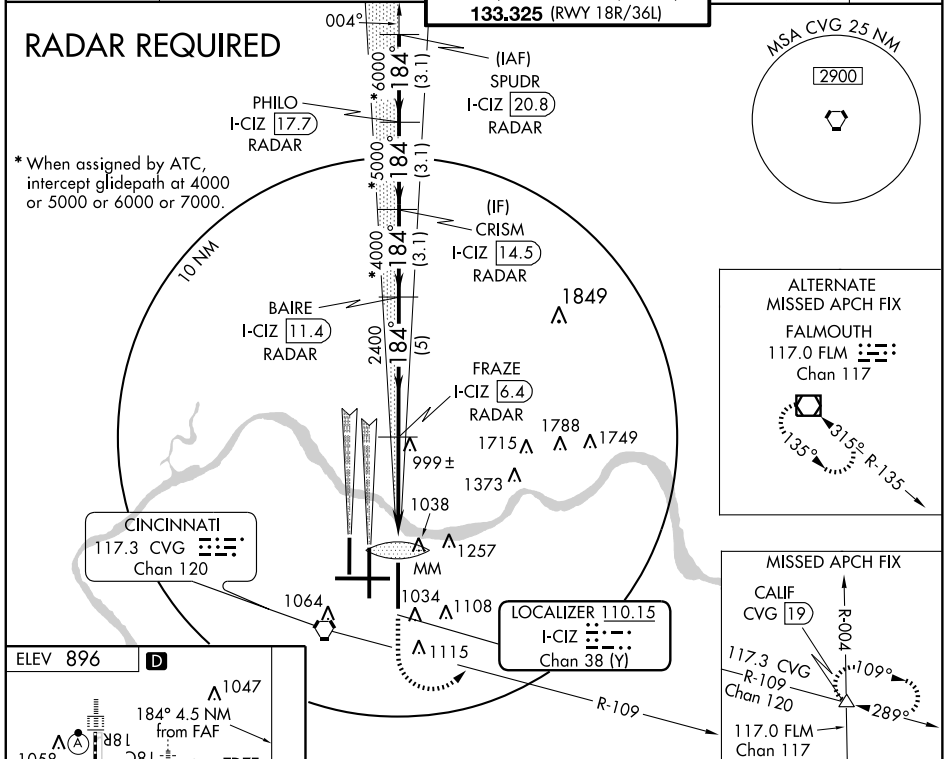
COVINGTON/ ILS or LOC RWY 18L CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

| | | |
|--|--------------|---|
| <p>Simultaneous approach authorized with Rwy 18C and 18R. DME or RADAR REQUIRED.</p> <p>LOC procedure NA during simultaneous operations.</p> | <p>MALSR</p> | <p>MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-109 to CALIF Int/CVG 19 DME and hold.</p> |
|--|--------------|---|

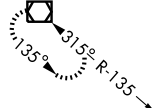
| | | | | |
|---|---|---|--|-------------------------------|
| <p>ATIS</p> <p>ARR DEP</p> <p>134.375 135.3</p> | <p>CINCINNATI APP CON</p> <p>119.7 254.25 (090°- 269°)</p> <p>123.875 363.15 (270°- 089°)</p> | <p>CINCINNATI TOWER</p> <p>118.975 360.85 (RWY 18L/36R)</p> <p>118.3 (RWYS 18C/36C, 09/27)</p> <p>133.325 (RWY 18R/36L)</p> | <p>GND CON</p> <p>121.7 (WEST)</p> <p>121.3 (EAST)</p> | <p>CLNC DEL</p> <p>127.75</p> |
|---|---|---|--|-------------------------------|

RADAR REQUIRED

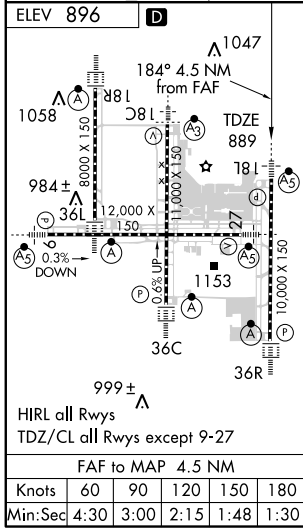
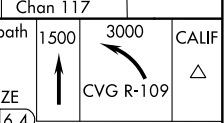
* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.



ALTERNATE MISSED APCH FIX
FALMOUTH
117.0 FLM
Chan 117



MISSED APCH FIX
CALIF
CVG 19
117.3 CVG
R-109
Chan 120
117.0 FLM
Chan 117



| | | | | | | | |
|---|---|---|---|--|---|--|--------------|
| <p>SPUDR</p> <p>I-CIZ [20.8]</p> <p>RADAR</p> | <p>PHILO</p> <p>I-CIZ [17.7]</p> <p>RADAR</p> | <p>CRISM</p> <p>I-CIZ [14.5]</p> <p>RADAR</p> | <p>BAIRE</p> <p>I-CIZ [11.4]</p> <p>RADAR</p> | <p>FRAZE</p> <p>I-CIZ [6.4]</p> <p>RADAR</p> | <p>VGSI and ILS glidepath not coincident.</p> | <p>1500</p> <p>3000</p> <p>CVG R-109</p> | <p>CALIF</p> |
| <p>*7000</p> <p>GS 3.00°</p> <p>TCH 55</p> | <p>*6000</p> | <p>*5000</p> | <p>*4000</p> | <p>2400</p> | <p>2400</p> | <p>1500</p> | <p>3000</p> |
| <p>* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.</p> | <p>3.1 NM</p> | <p>3.1 NM</p> | <p>3.1 NM</p> | <p>5 NM</p> | <p>3.6 NM</p> | <p>0.5</p> | <p>0.4</p> |
| CATEGORY | A | B | C | D | | | |
| S-ILS 18L | 1089/18 200 (200-½) | | | | | | |
| S-LOC 18L | 1260/24 371 (400-½) | | | | | 1260/40 371 (400-¾) | |
| CIRCLING | 1460-1 564 (600-1) | | | 1460-1½ 564 (600-1½) | | 1560-2 664 (700-2) | |

| | | | |
|--------------------|-------------|----------|------------|
| LOC/DME I-CJN | APP CRS | Rwy Idg | 8000 |
| 110.75 | 184° | TDZE | 868 |
| Chan 44 (Y) | | Apt Elev | 896 |

COVINGTON/ ILS or LOC RWY 18R CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

Simultaneous approach authorized with Rwy 18C and 18L.
LOC procedure NA during simultaneous operations.
DME or RADAR required.

ALSF-2
A

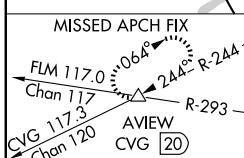
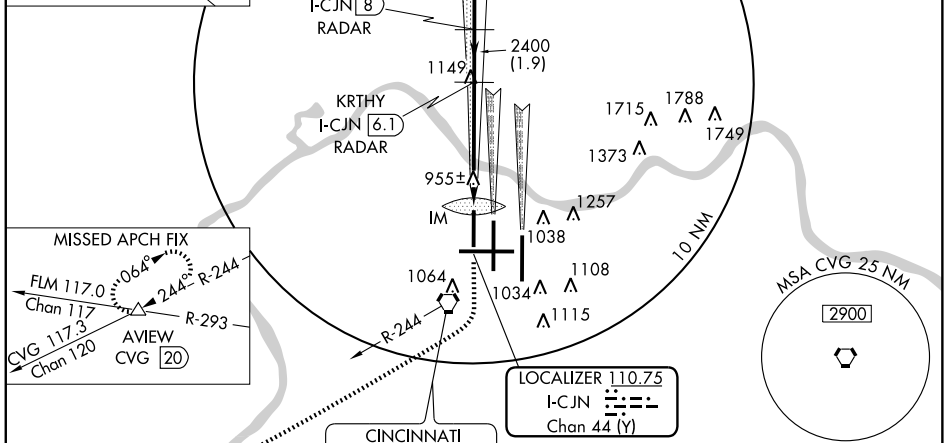
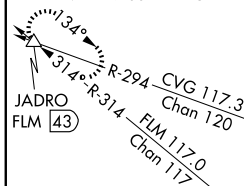
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via CVG R-244 to AVIEW INT/CVG 20 DME and hold.

| | |
|-------------------------------------|--|
| ATIS | CINCINNATI APP CON |
| ARR 134.375 DEP 135.3 | 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°) |

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

| | |
|--|----------------|
| GND CON | CLNC DEL |
| 121.7 (WEST) 121.3 (EAST) | 127.175 |

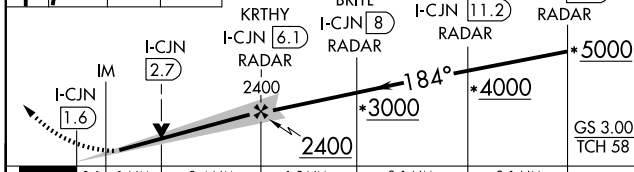
ALTERNATE MISSED APCH FIX



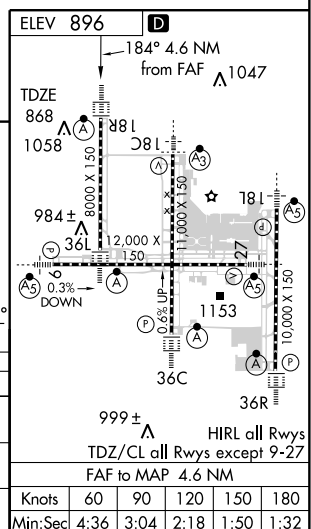
CINCINNATI
117.3 CVG
Chan 120

LOCALIZER 110.75
I-CJN
Chan 44 (Y)

When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.



| CATEGORY | A | B | C | D |
|-----------|---------------------|----------------------|---------------------|---|
| S-ILS 18R | 1068/18 200 (200-½) | | | |
| S-LOC 18R | 1300/24 432 (500-½) | 1300/40 432 (500-¾) | 1300/50 432 (500-1) | |
| CIRCLING | 1460-1 564 (600-1) | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) | |



| | | | |
|---------------------------|------------------------|-----------------------------|--|
| LOC I-JDP 108.7 | APP CRS 274° | Rwy Idg TDZE Apt Elev | 12000 875 896 |
|---------------------------|------------------------|-----------------------------|--|

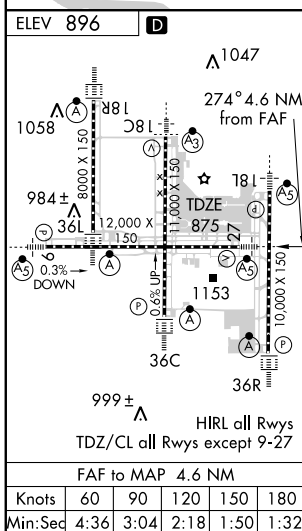
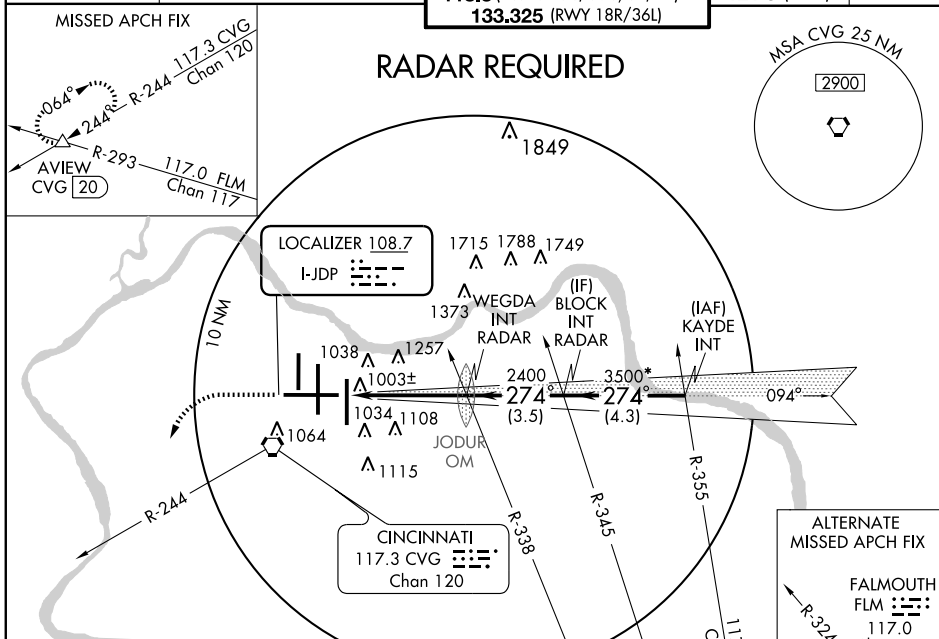
ILS or LOC RWY 27

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

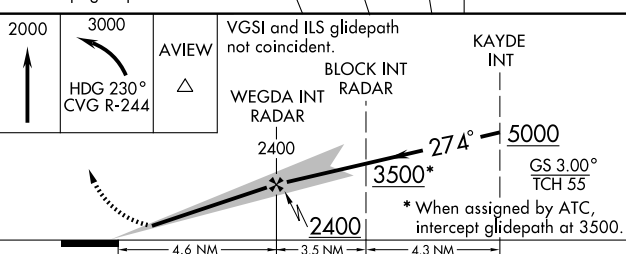


MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 230° and CVG R-244 to AVIEW Int/CVG 20 DME and hold.

| | | | | |
|---|--|---|---|----------------------------|
| ATIS ARR 134.375 DEP 135.3 | CINCINNATI APP CON 119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°) | CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L) | GND CON 121.7 (WEST) 121.3 (EAST) | CLNC DEL 127.175 |
|---|--|---|---|----------------------------|



* When assigned by ATC, intercept glidepath at 3500.



| CATEGORY | A | B | C | D |
|----------|---------|-------------|-------------------------|-------------------------|
| S-ILS 27 | 1075/24 | | 200 (200-½) | |
| S-LOC 27 | 1420/24 | 545 (600-½) | 1420/50 545 (600-1) | 1420/60 545 (600-1¼) |
| CIRCLING | 1460-1 | 564 (600-1) | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |

| | | | |
|---------------|---------|----------|-------|
| LOC/DME I-CVG | APP CRS | Rwy Idg | 11000 |
| 109.9 | 004° | TDZE | 851 |
| Chan 36 | | Apt Elev | 896 |

COVINGTON/ ILS or LOC RWY 36C CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

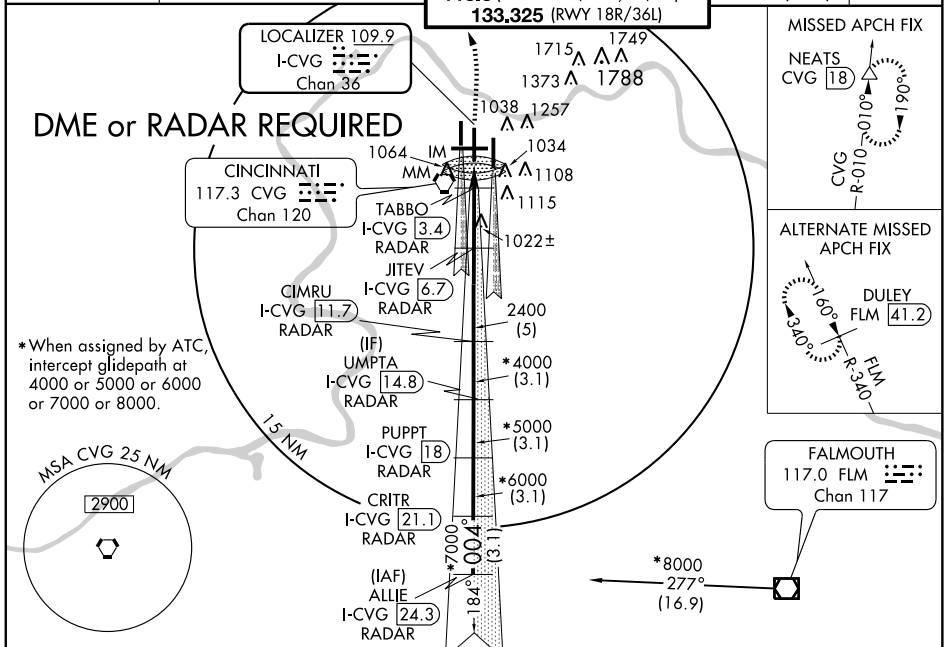
Simultaneous approach authorized with Rwy 36L and 36R.
LOC procedure NA during simultaneous operations.
DME REQUIRED.

ALSF-2

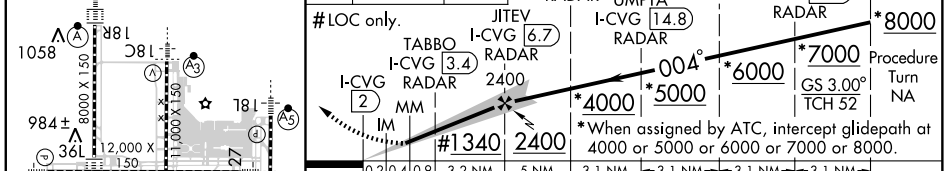


MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS/CVG 18 DME and hold.

| | | | | |
|---------------|------------------------------|------------------------------|--------------|----------|
| ATIS | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
| ARR DEP | 119.7 254.25 (090° - 269°) | 118.975 360.85 (RWY 18L/36R) | 121.7 (WEST) | 127.175 |
| 134.375 135.3 | 123.875 363.15 (270° - 089°) | 118.3 (RWYS 18C/36C, 09/27) | 121.3 (EAST) | |
| | | 133.325 (RWY 18R/36L) | | |



| | | | | | | |
|----------|---|-----------|------|-------|--|------------------------|
| ELEV 896 | D | 1500 | 3000 | NEATS | VGSI and ILS glidepath not coincident. | ALLIE I-CVG 24.3 RADAR |
| | | CVG R-010 | | | | PUPPT I-CVG 18 RADAR |
| | | | | | | CRITR I-CVG 21.1 RADAR |



| CATEGORY | A | B | C | D |
|--------------------|---------|-------------|------------------------|------------------------|
| S-ILS 36C | 1051/18 | 200 (200-½) | | |
| S-LOC 36C | 1340/24 | 489 (500-½) | 1340/40 489 (500-¾) | 1340/50 489 (500-1) |
| CIRCLING | 1460-1 | 564 (600-1) | 1460-1½ 564 (600-½) | 1560-2 664 (700-2) |
| TABBO FIX MINIMUMS | | | | |
| S-LOC 36C | 1260/24 | 409 (400-½) | 1260/40 | 409 (400-¾) |
| CIRCLING | 1460-1 | 564 (600-1) | 1460-1½ 564 (600-½) | 1560-2 664 (700-2) |

| | | | | | |
|-------------------|------|------|------|------|------|
| FAF to MAP 4.7 NM | | | | | |
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| | | | |
|---------------|---------|----------|------|
| LOC/DME I-VAC | APP CRS | Rwy Idg | 8000 |
| 110.75 | 004° | TDZE | 873 |
| Chan 44 (Y) | | Apt Elev | 896 |

COVINGTON/ ILS or LOC RWY 36L

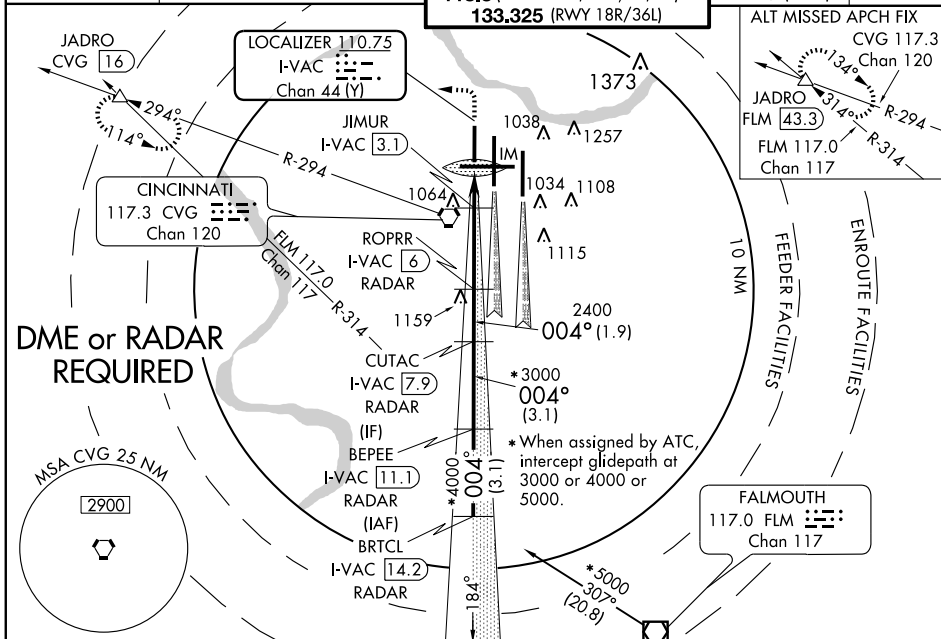
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

Simultaneous approach authorized with Rwy 36C and 36R. LOC procedure NA during simultaneous operations. DME Required.

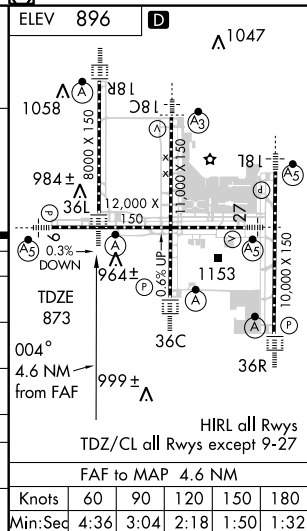
ALSF-2
A

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.


| | | | | |
|---------------|----------------------------|------------------------------|--------------|----------|
| ATIS | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
| ARR DEP | 119.7 254.25 (090°-269°) | 118.975 360.85 (RWY 18L/36R) | 121.7 (WEST) | 127.175 |
| 134.375 135.3 | 123.875 363.15 (270°-089°) | 118.3 (RWYS 18C/36C, 09/27) | 121.3 (EAST) | |
| | | 133.325 (RWY 18R/36L) | | |



| | | | | | |
|---------------------|--|-------------|-------------|--------------|-----------|
| BRTCL | * When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000. | | | | JADRO |
| I-VAC 14.2 | BEPEE | CUTAC | ROPRR | | |
| RADAR | RADAR | RADAR | RADAR | | |
| Procedure Turn NA | I-VAC 11.1 | I-VAC 7.9 | I-VAC 6 | JIMMUR | I-VAC 3.1 |
| | RADAR | RADAR | RADAR | | |
| * 5000 | * 4000 | * 3000 | 004° | 2400 | I-VAC 2.4 |
| GS 3.00° | | | 2400 | ** 1440 | IM |
| TCH 55 | | | | | I-VAC 1.5 |
| | 3.1 NM | 3.1 NM | 1.9 NM | 2.9 NM | 0.7 |
| CATEGORY | A | B | C | D | |
| S-ILS 36L | 1073/18 200 (200-½) | | | | |
| S-LOC 36L | 1440/24 | 567 (600-½) | 1440/50 | 1440/60 | |
| | | | 567 (600-1) | 567 (600-1¼) | |
| CIRCLING | 1460-1 | 564 (600-1) | 1460-1½ | 1560-2 | |
| | | | 564 (600-½) | 664 (700-2) | |
| JIMMUR FIX MINIMUMS | | | | | |
| S-LOC 36L | 1220/24 | 347 (400-½) | 1220/40 | 347 (400-¾) | |
| CIRCLING | 1460-1 | 564 (600-1) | 1460-1½ | 1560-2 | |
| | | | 564 (600-½) | 664 (700-2) | |

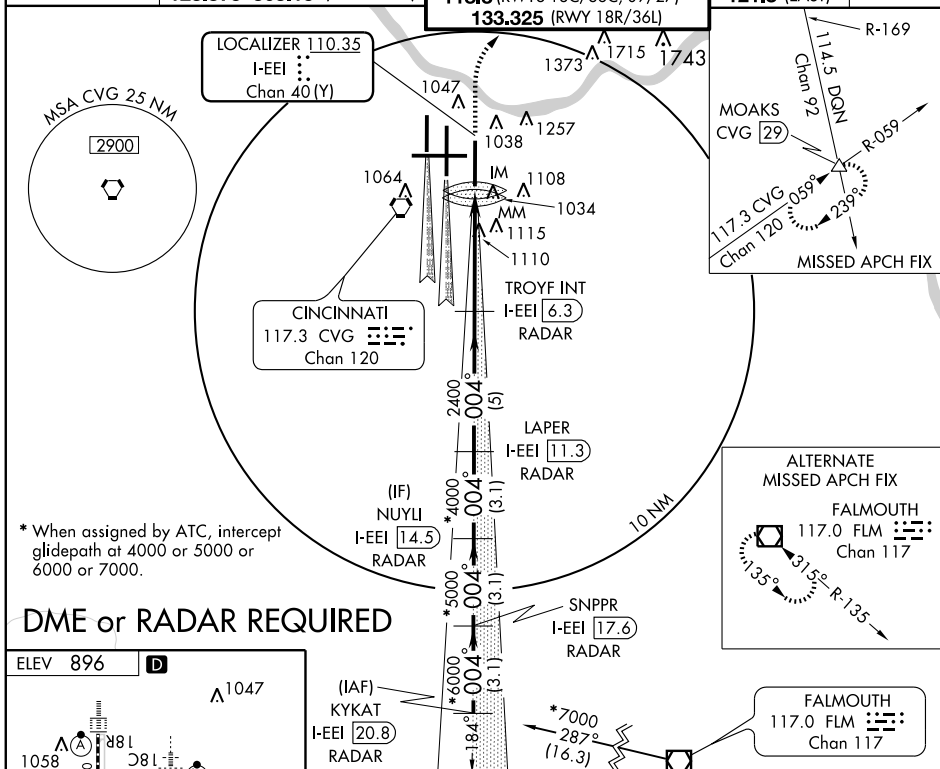


COVINGTON/ ILS or LOC RWY 36R
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

ALSF-2  **MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

| | |
|---|----------------------------|
| GND CON 121.7 (WEST) 121.3 (EAST) | CLNC DEL 127.175 |
|---|----------------------------|



| | | | | | | |
|----------------------------|------------------------|------------|---|------------------------------|---------------------|---------------------|
| 1500 ↑ | 3000 ↖ CVG R-059 | MOAKS △ | VGSI and ILS glidepath not coincident. | | SNPPR I-EEI 17.6 | KYKAT I-EEI 20.8 |
| TROY I-EEI 6.3 RADAR | | | LAPER I-EEI 11.3 RADAR | NUYLI I-EEI 14.5 RADAR | RADAR | |
| I-EEI 1.8 IM | | | I-EEI 3 MM | *7000 004° *6000 | | |
| 0.1 0.3 0.8 | | | 3.3 | 5 NM | 3.1 NM | 3.1 NM |
| CATEGORY | | | A | B | C | D |
| S-ILS 36R | | | 1096/18 200 (200-½) | | | |
| S-LOC 36R | | | 1360/24 464 (500-½) | 1360/40 464 (500-¾) | 1360/50 464 (500-1) | |
| CIRCLING | | | 1460-1 564 (600-1) | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) | |

| | | | |
|--------------------|-------------|----------|------------|
| LOC/DME I-CJN | APP CRS | Rwy Idg | 8000 |
| 110.75 | 184° | TDZE | 868 |
| Chan 44 (Y) | | Apt Elev | 896 |

COVINGTON/
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

ILS RWY 18R (CAT II)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

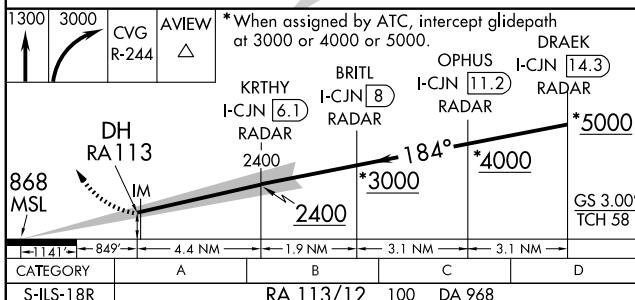
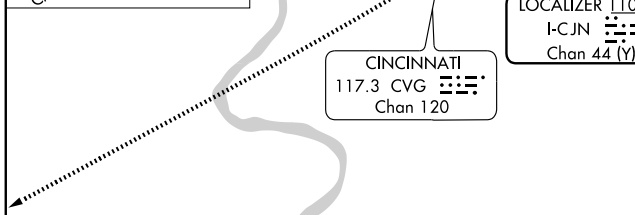
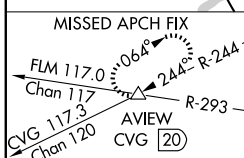
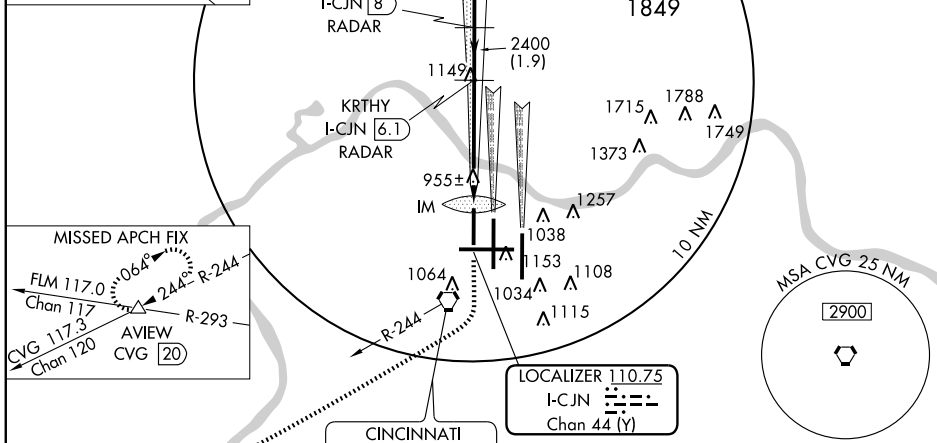
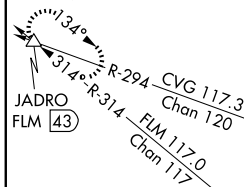
Simultaneous approach authorized with Rwy 18C and 18L.
DME or RADAR required.

ALS-F-2
A

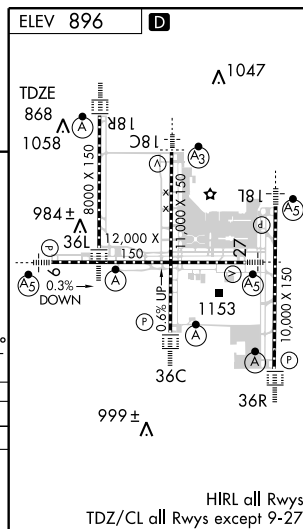
MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via CVG R-244 to AVIEW INT /CVG 20 DME and hold.

| | | | | |
|-------------------------------------|--|---|--|----------------|
| ATIS | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
| ARR 134.375 DEP 135.3 | 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L) | 121.7 (WEST) 121.3 (EAST) | 127.175 |

ALTERNATE MISSED APCH FIX



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



| | | |
|---|------------------------|--|
| LOC/DME I-CVG 109.9 Chan 36 | APP CRS 004° | Rwy Idg 11000 TDZE 851 Apt Elev 896 |
|---|------------------------|--|

COVINGTON/ ILS RWY 36C (CAT II)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T Simultaneous approach authorized with Rwy 36L and 36R.
A DME REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS/CVG 18 DME and hold.

| | | | |
|---------|-------|--------------------|----------------------|
| ATIS | | CINCINNATI APP CON | |
| ARR | DEP | 119.7 | 254.25 (090° - 269°) |
| 134.375 | 135.3 | 123.875 | 363.15 (270° - 089°) |

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)


GND CON
121.7 (WEST)
121.3 (EAST)

CLNC DEL
127.175

LOCALIZER 109.9
I-CVG 
Chan 36

DME or RADAR REQUIRED

LOCALIZER 109.9
I-CVG
Chgn 36

CINCINNATI
117.3 CVG 
Chan 120


*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000 or 8000.

MSA CVG 25 NM

MISSED APCH FIX
NEATS
CVG 18

ALTERNATE MISSED
APCH FIX

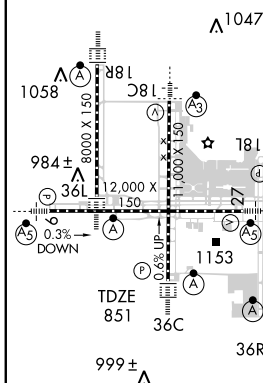
DULEY
FLM 41.2

FALMOUTH
7.0 FLM 
Chan 117

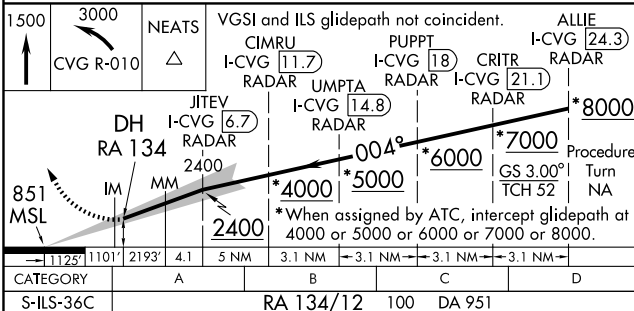
$$\frac{*8000}{-277^{\circ}}$$

(16.9)

| | |
|----------|---|
| ELEV 896 | D |
|----------|---|



HIRL all Rwy's
TDZ/CL all Rwy's except 9-27



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

| | | | |
|----------------|-------------|----------|------------|
| LOC/DME I-CVG | APP CRS | Rwy Idg | 11000 |
| 109.9 | 004° | TDZE | 851 |
| Chan 36 | | Apt Elev | 896 |

COVINGTON/ **ILS RWY 36C (CAT III)**
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

- Simultaneous approach authorized with Rwy 36R and 36L.
DME or RADAR REQUIRED.



MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS Int/18 DME and hold.

| ATIS | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|-------------------------------------|--|---|--|----------------|
| ARR 134.375 DEP 135.3 | 119.7 254.25 (090° - 269°) 123.875 363.15 (270° - 089°) | 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L) | 121.7 (WEST) 121.3 (EAST) | 127.175 |

LOCALIZER 109.9

I-CVG



Chan 36

DME or RADAR REQUIRED

CINCINNATI

117.3 CVG

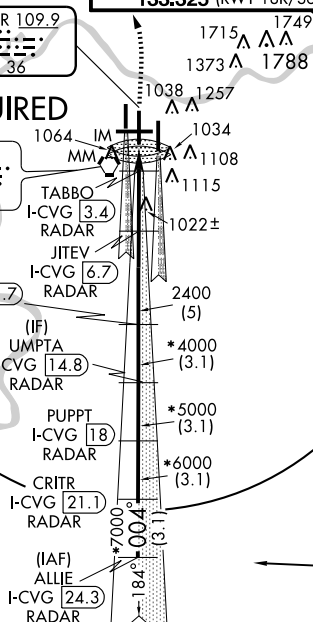


Chan 120

*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000 or 8000.

MSA CVG 25 NM

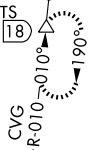
2900



MISSED APCH FIX

NEATS

CVG 18



ALTERNATE MISSED APCH FIX



FALMOUTH

117.0 FLM

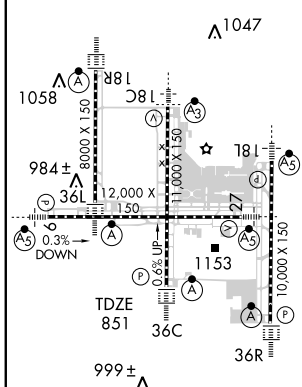
Chan 117

*8000

277°

(16.9)

ELEV 896



HIRL all Rwy

TDZ/CL all Rwy except 9-27

| 1500 | 3000 | NEATS | VGSI and ILS glidepath not coincident. | ALLIE |
|-------------------|-----------|----------|---|--|
| ↑ | CVG R-010 | △ | CIMRU I-CVG 11.7 RADAR PUPPT I-CVG 18 RADAR CRITR I-CVG 21.1 RADAR | I-CVG 24.3 RADAR |
| 851 MSL | 948 | 1066 | JITEV I-CVG 6.7 RADAR IM MM 2400 | *8000 *7000 *6000 *5000 *4000 *3000 *2000 *1000 |
| 1125' 1043' 2251' | 4.1 | 5 NM | 3.1 NM | 3.1 NM |
| CATEGORY | A | B | C | D |
| S-ILS 36C | | CAT IIIa | RVR 07 | |
| S-ILS 36C | | CAT IIIb | RVR 06 | |
| S-ILS 36C | | CAT IIIc | NA | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

| | | | |
|---------------|---------|----------|------|
| LOC/DME I-VAC | APP CRS | Rwy Idg | 8000 |
| 110.75 | 004° | TDZE | 873 |
| Chan 44 (Y) | | Apt Elev | 896 |

COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

ILS RWY 36L (CAT II)

Simultaneous approach authorized with Rwy 36C and 36R. DME Required.

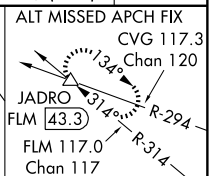
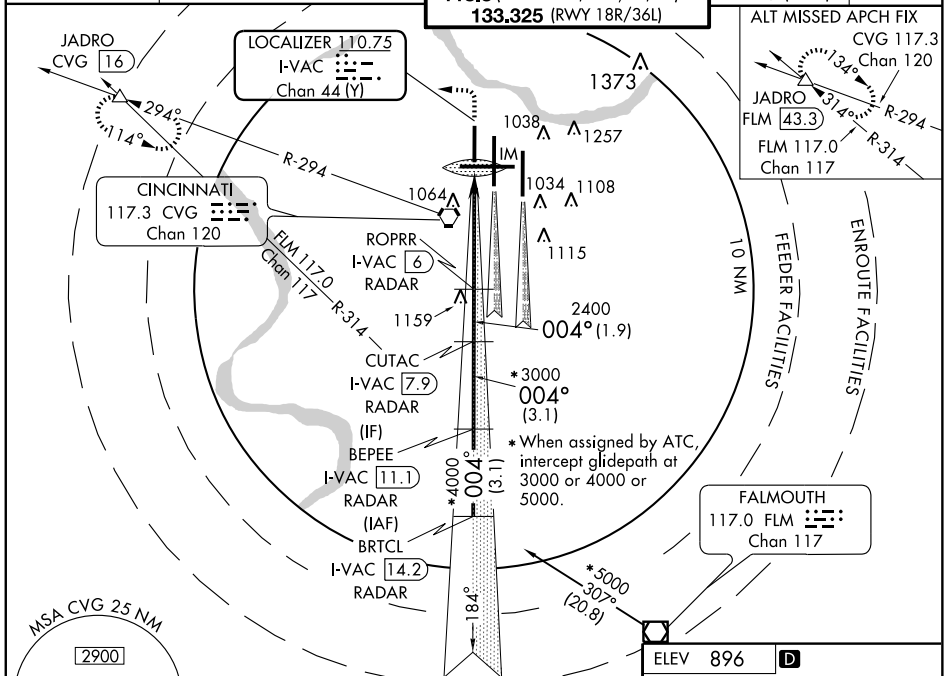
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

| ATIS | ARR | DEP | CINCINNATI APP CON |
|------|---------|-------|-----------------------------|
| | 134.375 | 135.3 | 119.7 254.25 (090°- 269°) |
| | | | 123.875 363.15 (270°- 089°) |

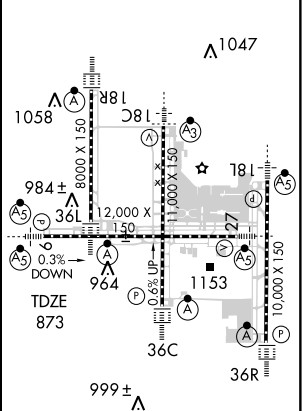
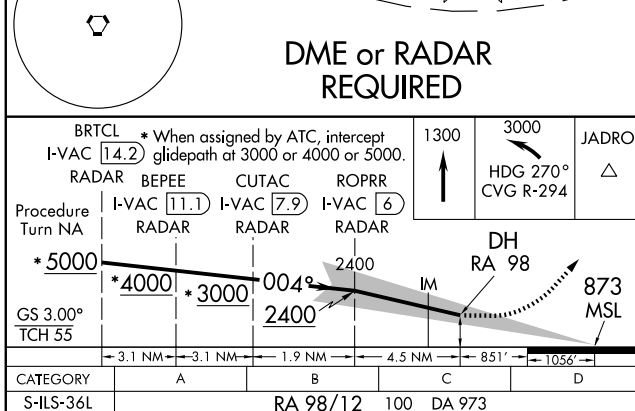
CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

| GND CON | CLNC DEL |
|--------------|----------|
| 121.7 (WEST) | 127.175 |
| 121.3 (EAST) | |



FALMOUTH
 117.0 FLM
 Chan 117

ELEV 896 **D**



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwy
 TDZ/CL all Rwy except 9-27

AL-655 (FAA)

| | | |
|---|------------------------|--|
| LOC/DME I-EEI <u>110.35</u> Chan 40 (Y) | APP CRS 004° | Rwy Idg 10000 TDZE 896 Apt Elev 896 |
|---|------------------------|--|

COVINGTON/ ILS RWY 36R (CAT II)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

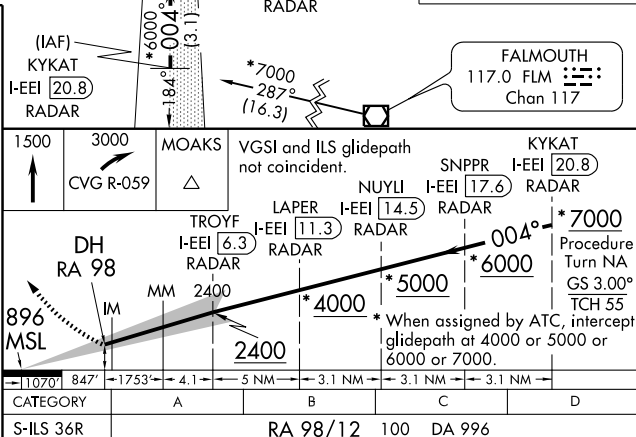
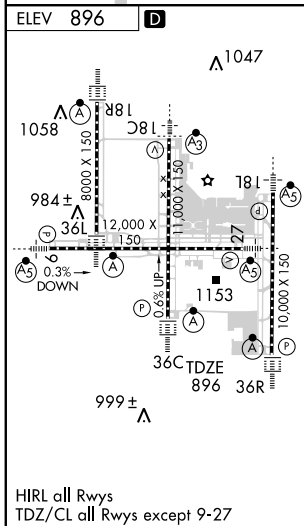
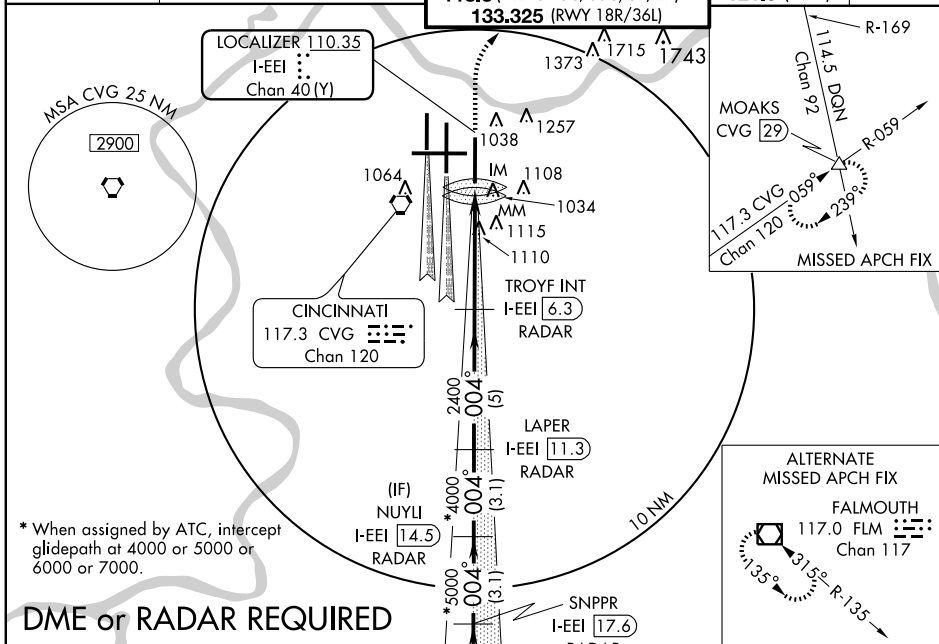
T Simultaneous approach authorized with Rwy 36C
A and 36L. DME or RADAR REQUIRED.

ALSF-2 MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

| | | | |
|---------|-------|--------------------|---------------------|
| ATIS | | CINCINNATI APP CON | |
| ARR | DEP | 119.7 | 254.25 (090°- 269°) |
| 134.375 | 135.3 | 123.875 | 363.15 (270°- 089°) |

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

| | |
|---|----------------------------|
| GND CON 121.7 (WEST) 121.3 (EAST) | CLNC DEL 127.175 |
|---|----------------------------|



CATEGORY II - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

SE-1. 03 JUN 2010 to 01 JUL 2010

| | | |
|---|------------------------|--|
| LOC/DME I-EEI <u>110.35</u> Chan 40 (Y) | APP CRS 004° | Rwy Idg 10000 TDZE 896 Apt Elev 896 |
|---|------------------------|--|

COVINGTON/ ILS RWY 36R (CAT III)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T Simultaneous approach authorized with Rwy 36C
A and 36L. DME or RADAR REQUIRED.

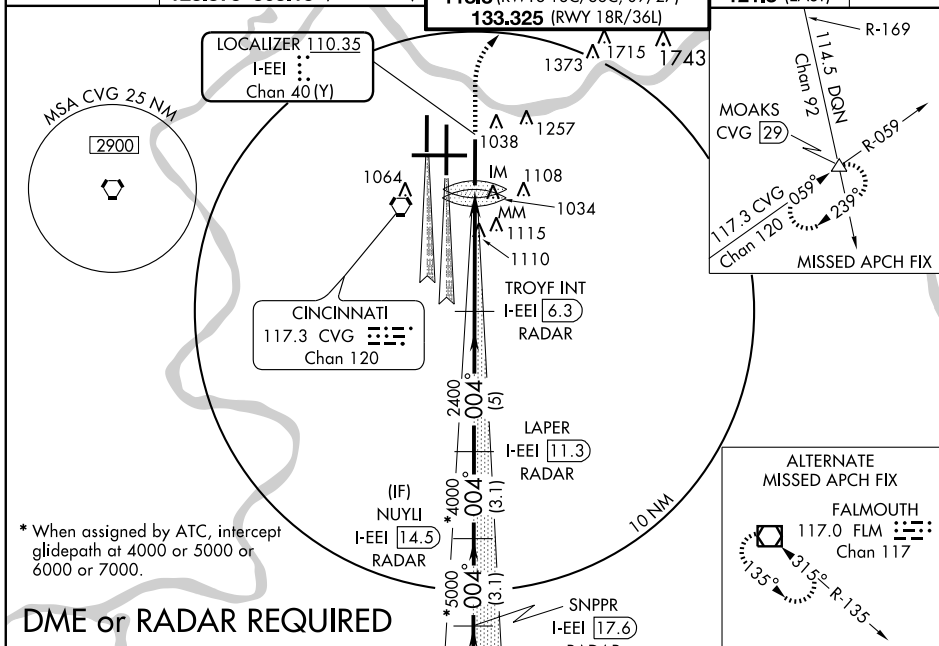
ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

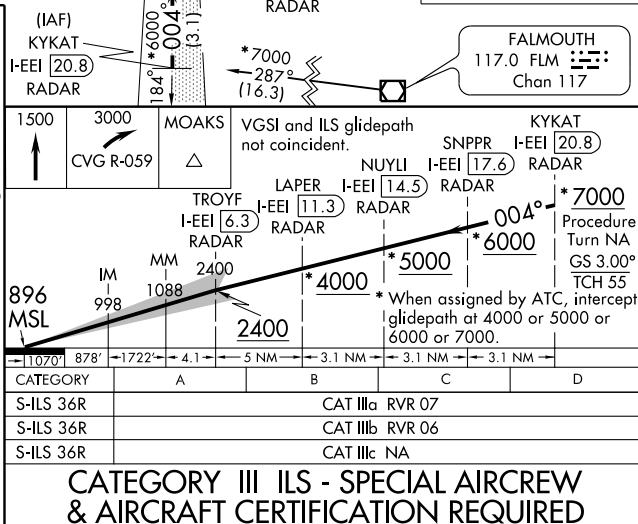
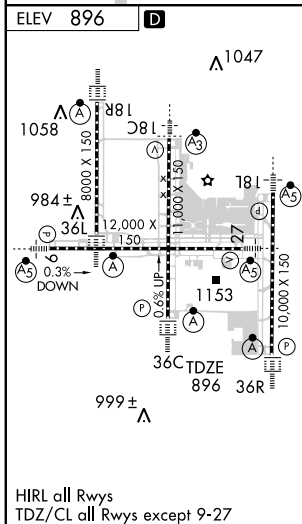
| | | | |
|---------|-------|--------------------|---------------------|
| ATIS | | CINCINNATI APP CON | |
| ARR | DEP | 119.7 | 254.25 (090°- 269°) |
| 134.375 | 135.3 | 123.875 | 363.15 (270°- 089°) |

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

| | |
|---|----------------------------|
| GND CON 121.7 (WEST) 121.3 (EAST) | CLNC DEL 127.175 |
|---|----------------------------|



DME or RADAR REQUIRED



JAKIE ONE ARRIVAL (RNAV)

COVINGTON, KENTUCKY

CINCINNATI APP CON
119.7 363.15
ATIS ARR
134.375

HOLSTON MOUNTAIN TRANSITION (HMY.JAKIE1):
VOLUNTEER TRANSITION (VXV.JAKIE1):

From JAKIE WP via 334° track to FLM VOR/DME,
thence as depicted to AGEBE WP.

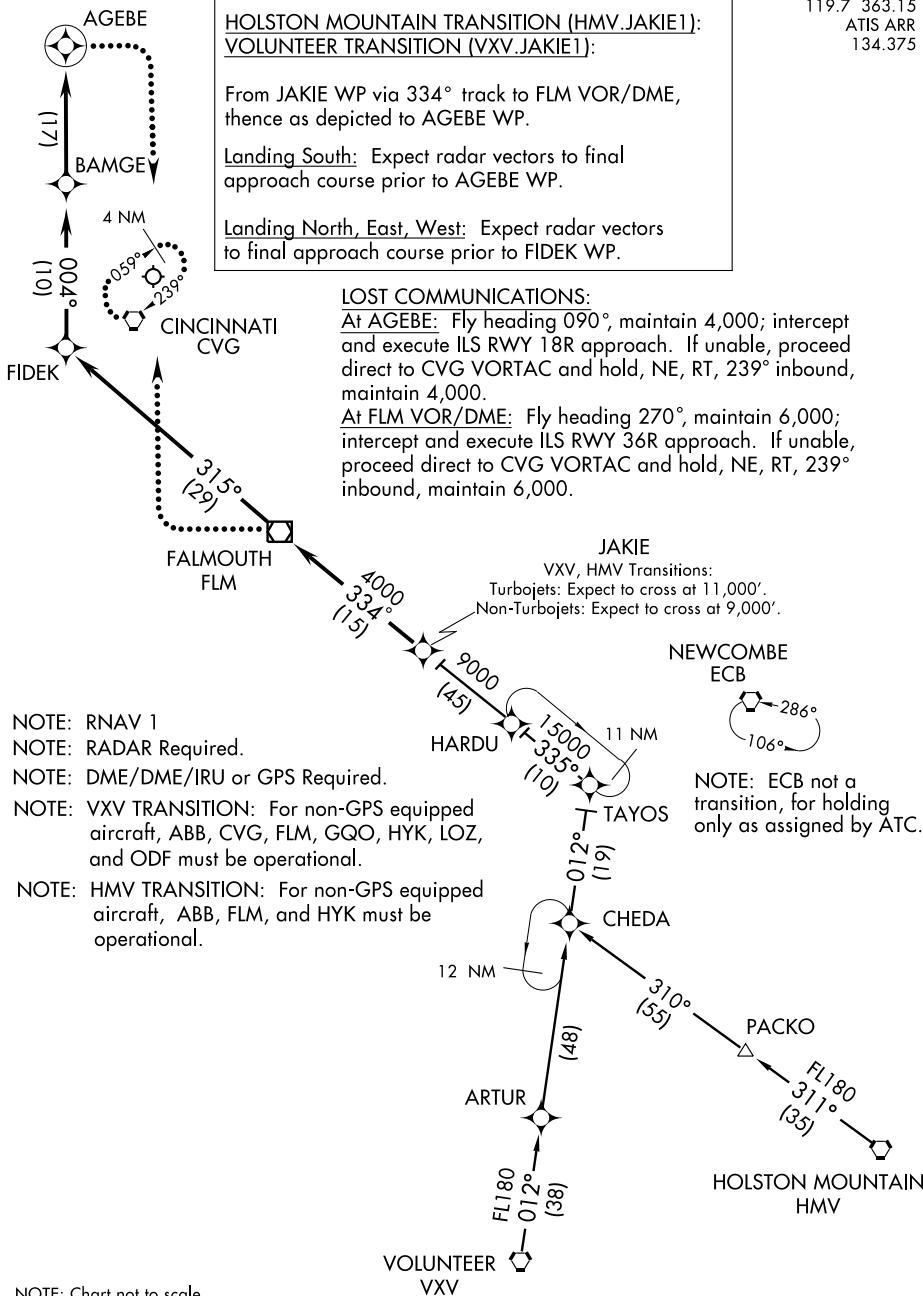
Landing South: Expect radar vectors to final
approach course prior to AGEBE WP.

Landing North, East, West: Expect radar vectors
to final approach course prior to FIDEK WP.

LOST COMMUNICATIONS:

At AGEBE: Fly heading 090°, maintain 4,000; intercept
and execute ILS RWY 18R approach. If unable, proceed
direct to CVG VORTAC and hold, NE, RT, 239° inbound,
maintain 4,000.

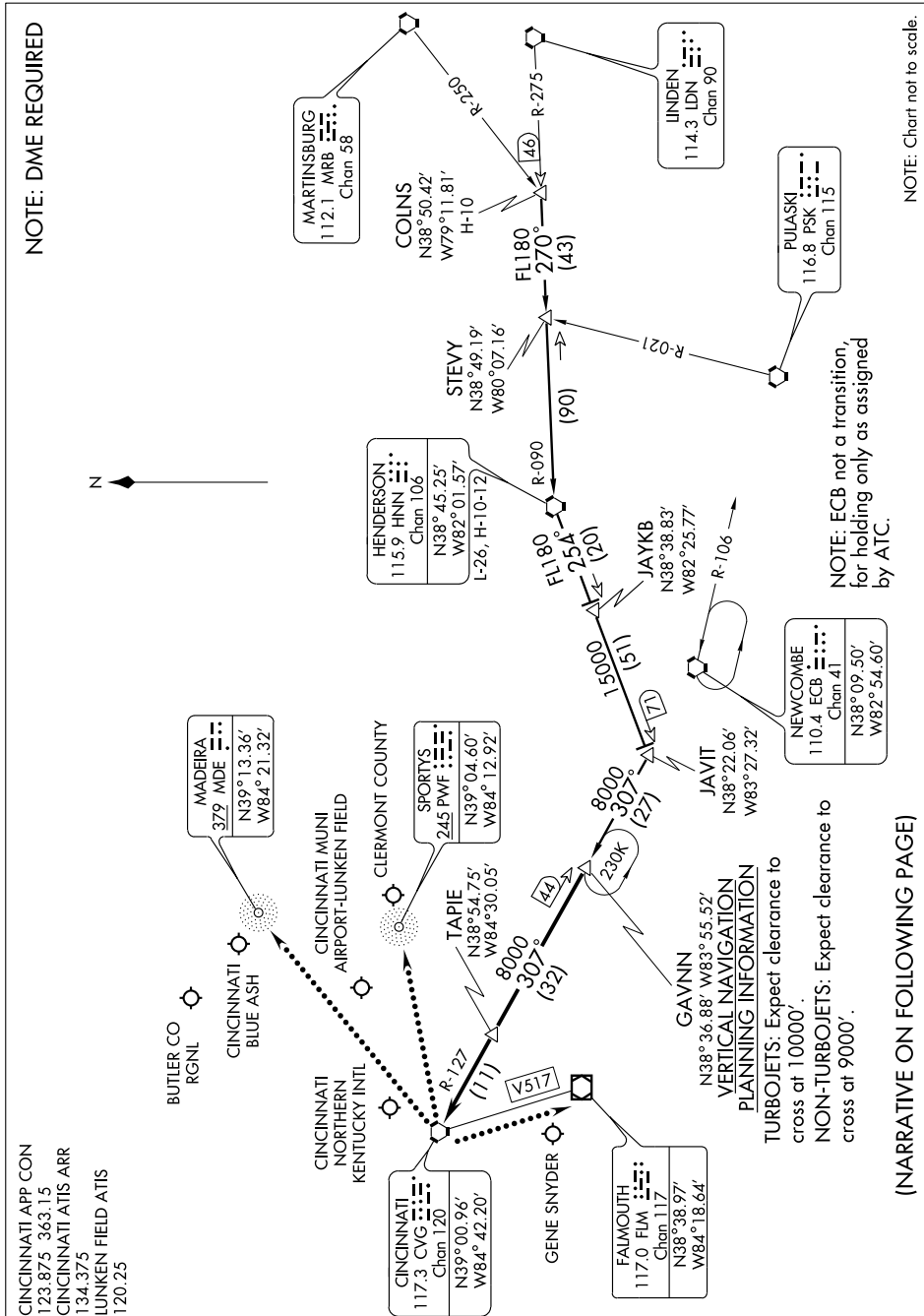
At FLM VOR/DME: Fly heading 270°, maintain 6,000;
intercept and execute ILS RWY 36R approach. If unable,
proceed direct to CVG VORTAC and hold, NE, RT, 239°
inbound, maintain 6,000.



JAVIT TWO ARRIVAL (GAVNN.JAVIT2)

CINCINNATI, OHIO

NOTE: DME REQUIRED



JAVIT TWO ARRIVAL (GAVNN.JAVIT2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.JAVIT2): From over COLNS INT via HNN R-090 to HNN VORTAC then via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence...

HENDERSON TRANSITION (HNN.JAVIT2): From over HNN VORTAC via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence. . . .

. . . .From over GAVNN INT via CVG R-127 to TAPIE , then via CVG R-127 to CVG VORTAC.

Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

TAKE-OFF MINIMUMS:

Rwy 9: NA-ATC.

Rwy 18L, 18C, 18R, 27, 36R, 36C, 36L:

Standard with minimum climb of 500' per NM to 1400.

NOTE: If unable to accept climb rates, advise

ATC on initial contact.

NOTE: DME/DME/IRU or GPS Required

NOTE: RADAR Required.

NOTE: RNAV 1

NOTE: Transponder code will be issued via
PDC or Cincinnati CLNC DEL.

ATIS DEP 135.3

CLNC DEL

127.175

GND CON

121.7 (WEST) 121.3 (EAST)

CINCINNATI TOWER

118.3 (RWYS 18C/36C, 9/27)

118.975 360.85 (RWY 18L/36R)

133.325 (RWY 18R/36L)

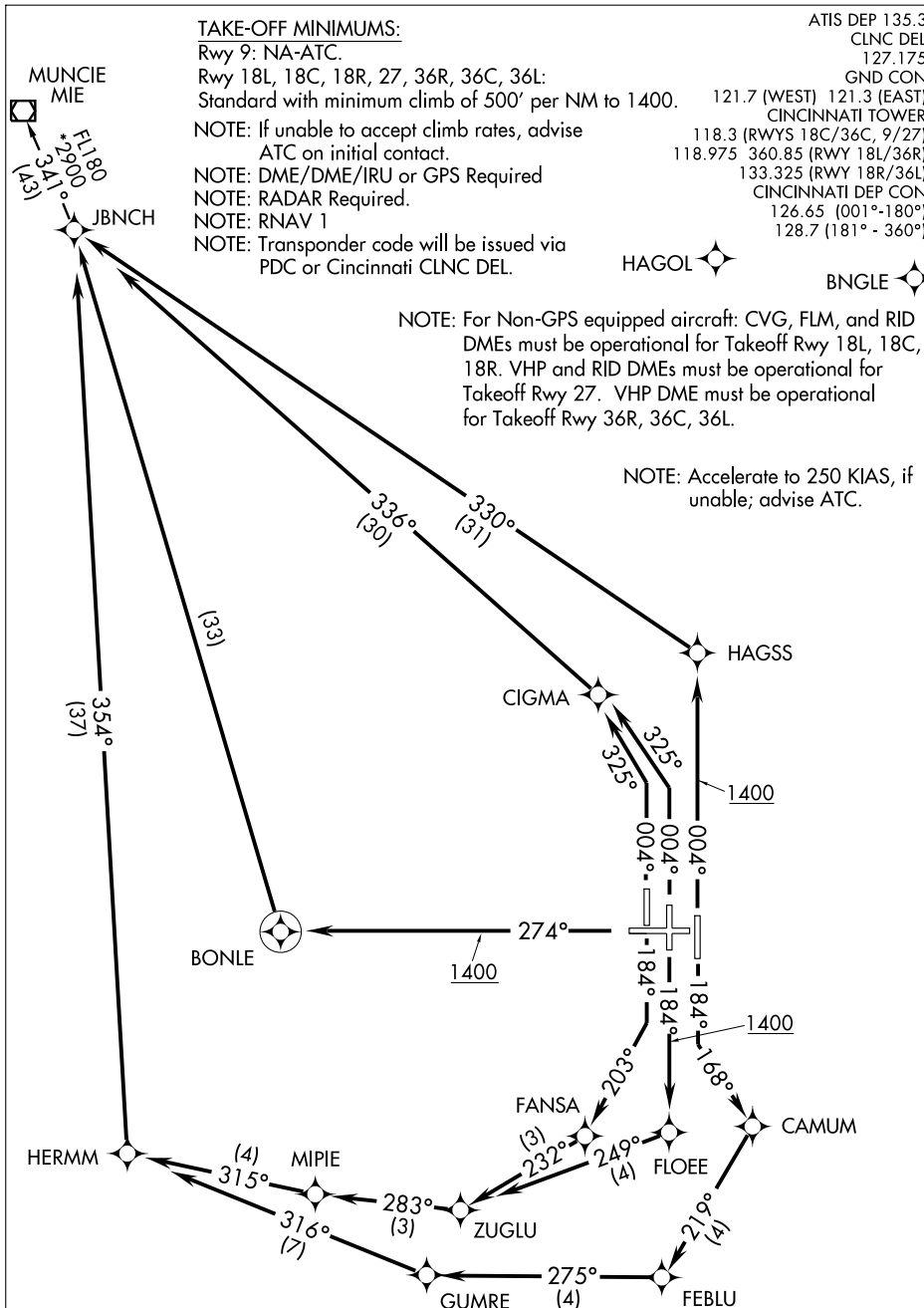
CINCINNATI DEP CON

126.65 (001°-180°)

128.7 (181° - 360°)

NOTE: For Non-GPS equipped aircraft: CVG, FLM, and RID
DMEs must be operational for Takeoff Rwy 18L, 18C,
18R. VHP and RID DMEs must be operational for
Takeoff Rwy 27. VHP DME must be operational
for Takeoff Rwy 36R, 36C, 36L.

NOTE: Accelerate to 250 KIAS, if
unable; advise ATC.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct JBNCH, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to JBNCH, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then via depicted route to JBNCH, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

MUNCIE TRANSITION (JBNCH3.MIE):

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.

Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

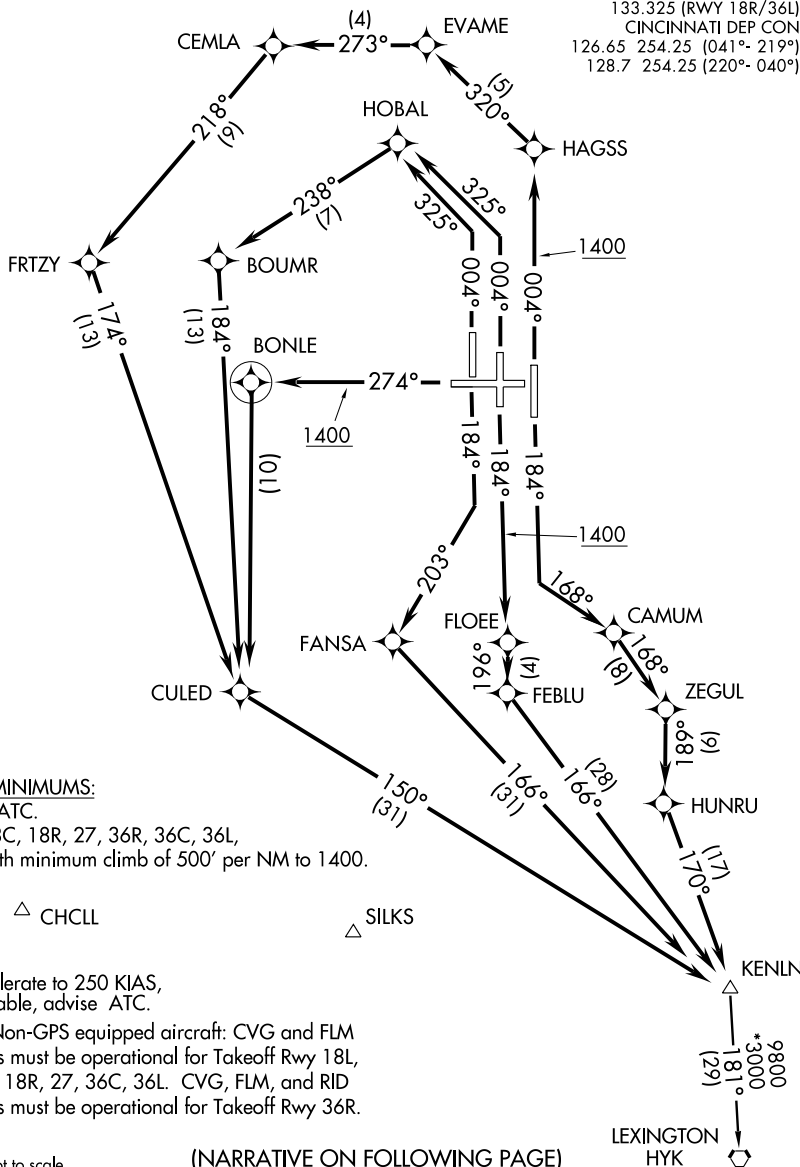
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
 NOTE: DME/DME/IRU or GPS Required.
 NOTE: RADAR Required
 NOTE: RNAV 1
 NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

ATIS DEP 135.3
 CLNC DEL 127.175
 GND CON 121.7 (WEST) 121.3 (EAST)
 CINCINNATI TOWER 118.3 (RWYS 18C/36C, 9/27)
 118.975 360.85 (RWY 18L/36R)
 133.325 (RWY 18R/36L)
 CINCINNATI DEP CON 126.65 254.25 (041°- 219°)
 128.7 254.25 (220°- 040°)



T DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to KENLN, thence. . . .

TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to KENLN, thence. . . .

TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to KENLN, thence. . . .

TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then via depicted route to KENLN, thence. . . .

TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to KENLN, thence. . . .

TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to KENLN, thence. . . .

TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to KENLN, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

LEXINGTON TRANSITION (KENLN2.HYK):

TAKEOFF OBSTACLE NOTES:

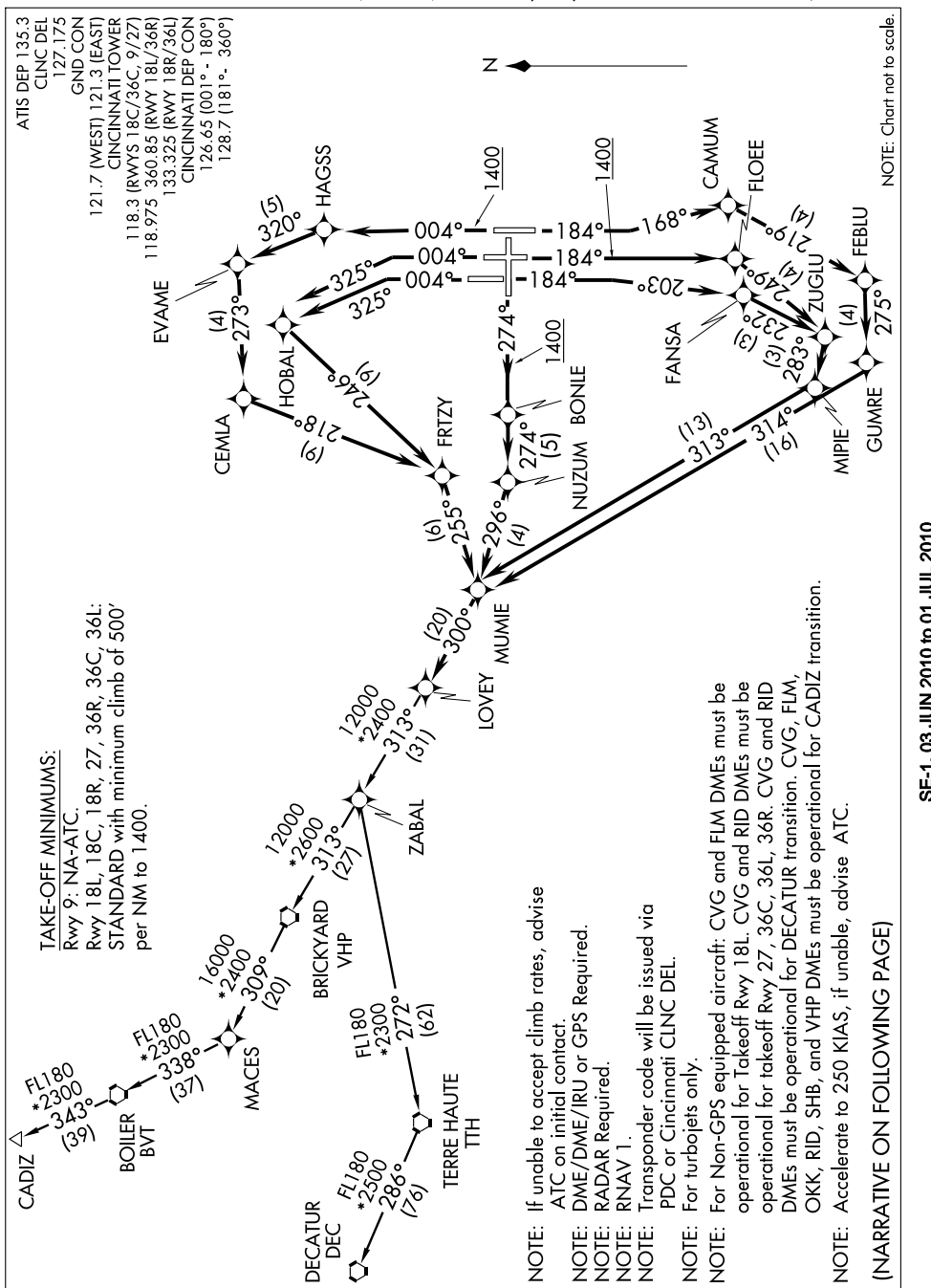
RWY 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

RWY 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

RWY 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

RWY 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then via depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to MUMIE, thence. . . .

. . . . via depicted route to LOVEY. Maintain 6000. Expect clearance to filed altitude within 10 minutes after departure.

CADIZ TRANSITION (LOVEY3.CADIZ):

DECATUR TRANSITION (LOVEY3.DEC):

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.

Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

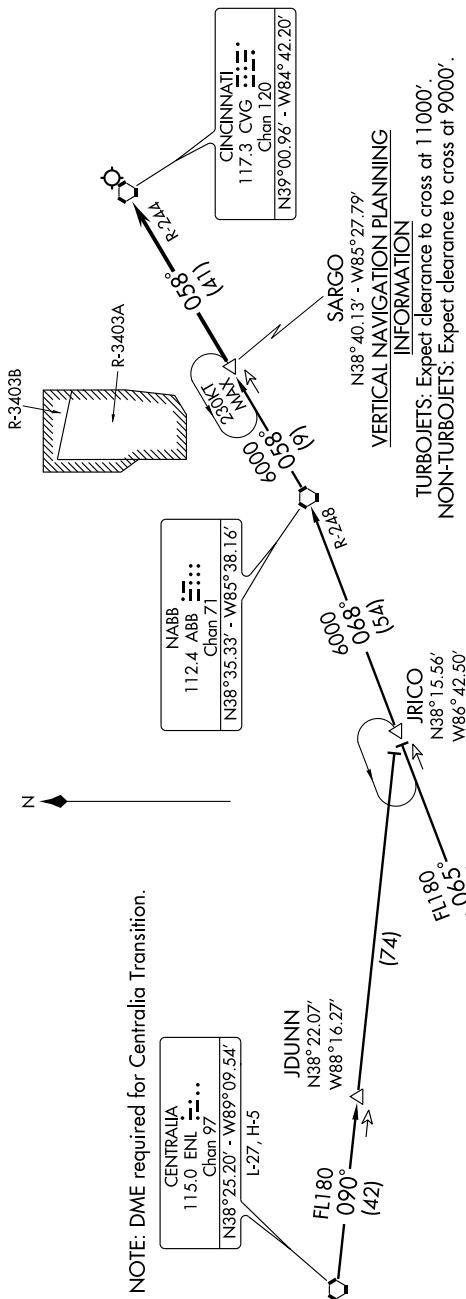
Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

MOSEY FIVE ARRIVAL

CINCINNATI APP CON
119.7 363.15
CINCINNATI ATIS ARR
134.375

CENTRALIA TRANSITION (ENL,MOSEY5): From over ENL VORTAC via ENL R-090 and ABB R-248 to ABB VORTAC, then via ABB R-058 to SARGO INT. Thence. . . .
POCKET CITY TRANSITION (PXV,MOSEY5): From over PXV VORTAC via PXV R-065 and ABB R-248 to ABB VORTAC, then via ABB R-058 to SARGO INT. Thence. . . .
 . . . From over SARGO INT via ABB R-058 and CVG R-244 to CVG VORTAC. Expect radar vectors to final approach course after SARGO INT.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb via heading 094° or as assigned, Thence....

TAKE-OFF RUNWAY 18L: Climb via heading 184° until DRUSS/1.5 DME south of I-CIZ, then turn left heading 165°, Thence....

TAKE-OFF RUNWAY 18R: Turn right heading 200°, Thence....

TAKE-OFF RUNWAY 18C: Climb via heading 184° or as assigned, Thence....

TAKE-OFF RUNWAY 27: Climb via heading 274° or as assigned, Thence....

TAKE-OFF RUNWAY 36L: Climb via heading 004° until VACUB/1.2 DME north of I-VAC, then turn left heading 330°, Thence....

TAKE-OFF RUNWAY 36C: Climb via heading 004° until NICID/0.6 DME north of I-CVG, then turn left heading 330°. Thence....

TAKE-OFF RUNWAY 36R: Climb via heading 004° or as assigned, Thence....

....expect radar vectors to CVG R-109, then via CVG R-109 to HOBNO, then via YRK R-291 to RHOMM. Turbojet aircraft maintain 6000', all other aircraft maintain 4000'. Expect clearance to requested altitude/flight level ten (10) minutes after departure. Cross RHOMM at or above 17,000 (ATC) (JODUB, BECKLEY, CHARLESTON transition).

BECKLEY TRANSITION (RHOMM1.BKW): From over RHOMM INT turn left via HNN R-274 to JODUB INT, cross MISSN INT at or above FL 230 (ATC), then via BKW R-312 to BKW VORTAC.

CHARLESTON TRANSITION (RHOMM1.HVQ): From over RHOMM INT turn left via HNN R-274 to JODUB INT, cross MISSN INT at or above FL 230 (ATC), then via HVQ R-298 to HVQ VORTAC.

JODUB TRANSITION (RHOMM1.JODUB): From over RHOMM INT turn left via HNN R-274 to JODUB INT, cross MISSN INT at or above FL 230 (ATC).

YORK TRANSITION (RHOMM1.YRK): From over RHOMM INT via YRK R-291 to YRK VORTAC.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC. TURBOJETS ACCELERATE TO 250 KIAS UNTIL REACHING 10,000 MSL, IF UNABLE ADVISE ATC. YORK TRANSITION IS LIMITED TO AIRCRAFT FILED AT OR BELOW FL 220.

TAKE-OFF OBSTACLE NOTES:

Rwy 9: Tree 3385' from DER, 1117' right of centerline, 68' AGL/988' MSL.

Trees beginning 4562' from DER, 900' left of centerline, up to 98' AGL/1003' MSL.

Rwy 18C: Multiple Trees beginning 1882' from DER, 834' left of centerline, up to 80' AGL/974' MSL.

Tree 3473' from DER, 904' right of centerline, 79' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 84' AGL/962' MSL.

Rwy 27: Multiple Trees beginning 1084' from DER, 25' left of centerline, up to 95' AGL/955' MSL.

Trees beginning 1951' from DER, 482' right of centerline, from 95' AGL/965' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 103' AGL/963' MSL.

Rwy 36L: Trees beginning 1033' from DER, 300' left of centerline, up to 98' AGL/922' MSL.

Multiple Trees beginning 1274' from DER, 84' right of centerline, up to 92' AGL/932' MSL.

Rwy 36R: Tree 1602' from DER, 754' right of centerline, 58' AGL/938' MSL.

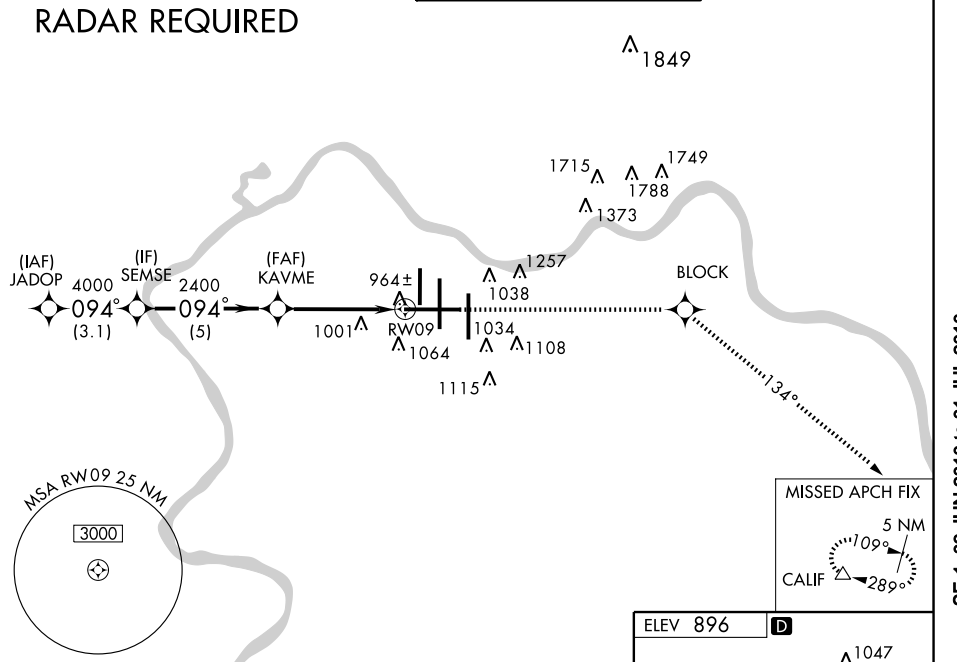
Light Pole 1476' from DER, 813' left of centerline, 46' AGL/926' MSL..

For inoperative MALS, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

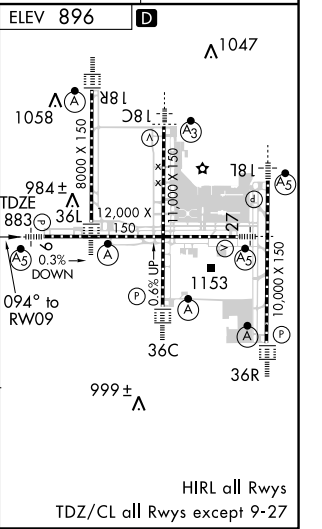
MALS

MISSED APPROACH: Climb to 3000 direct BLOCK and via 134° track to CALIF and hold.

| | | | | |
|----------------|--------------------|--|--|---|
| ATIS | CINNINNATI APP CON | CINNINNATI TOWER | GND CON | CLNC DEL |
| ARR 134.375 | DEP 135.3 | 119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°) | 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L) | 121.7 (WEST) 121.3 (EAST) 127.175 |



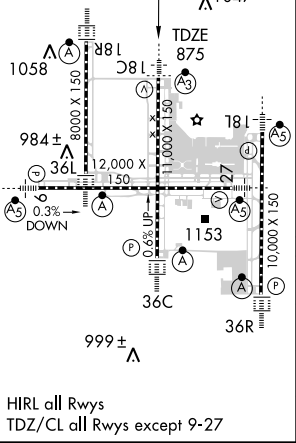
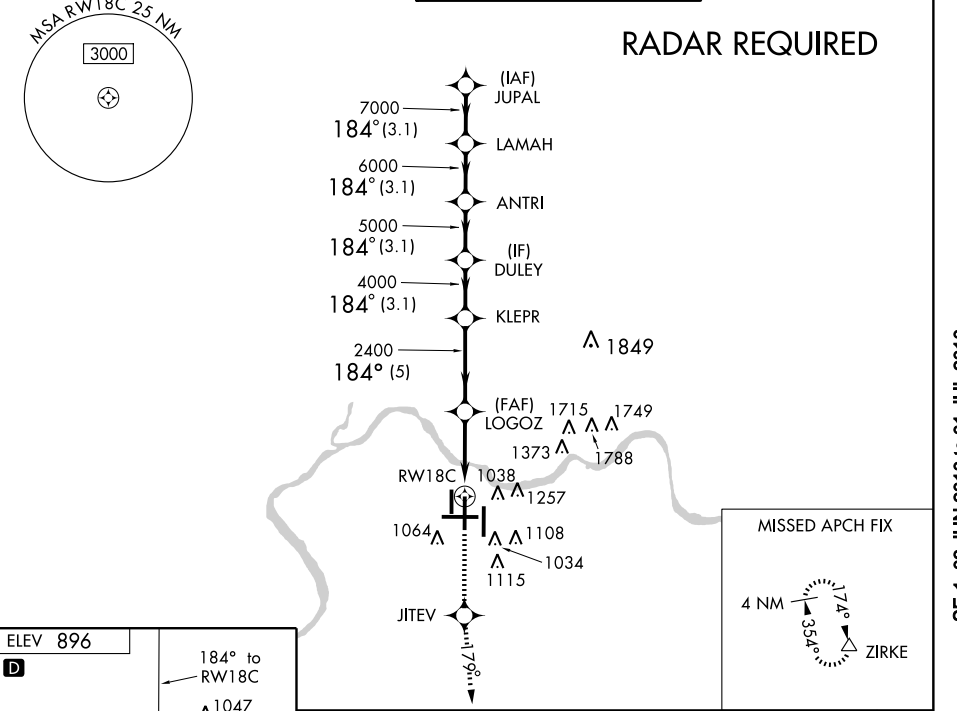
| | | | | |
|---|---------------------|---|----------------------|---------------------|
| VGSi and RNAV glidepath not coincident. | | | | |
| JADOP | | | | |
| 5000 | | | | |
| 094° | | | | |
| 4000 | | | | |
| 2400 | | | | |
| KAVME | | | | |
| 2400 | | | | |
| *1 NM to RWY09 | | | | |
| RWY09 | | | | |
| 3.1 NM 5 NM 3.5 NM 1 NM | | | | |
| CATEGORY | A | B | C | D |
| LPV DA | 1083/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1297/50 414 (500-1) | | | |
| LNAV MDA | 1260/24 377 (400-½) | | | 1260/50 377 (400-1) |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |



SE-1, 03 JUN 2010 to 01 JUL 2010

| | | | | | | | | | |
|--|--|--------------------|--------|--------------|------------------------------|--|---------------|--------------|----------|
| <div><div>WAAS</div><div>CH 86803</div><div>W18B</div></div> | For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. | | | | <div>SSALR</div> <div></div> | MISSED APPROACH: Climb to 3000 direct JITEV and via 179° track to ZIRKE and hold. | | | |
| | | | | | | | | | |
| ATIS | | CINCINNATI APP CON | | | CINCINNATI TOWER | | | GND CON | CINC DEL |
| ARR | DEP | 119.7 | 254.25 | (090°- 269°) | 118.975 | 360.85 | (RWY 18L/36R) | 121.7 (WEST) | 127.175 |
| 134.375 | 135.3 | 123.875 | 363.15 | (270°- 089°) | 118.3 | (RWYS 18C/36C, 09/27) | 121.3 (EAST) | | |

| | | | | |
|---|---|---|--|--|
| <div>ATIS</div> <div>ARR 134.375</div> <div>DEP 135.3</div> | <div>CINCINNATI APP CON</div> <div>119.7 254.25 (090°- 269°)</div> <div>123.875 363.15 (270°- 089°)</div> | <div>CINCINNATI TOWER</div> <div>118,975 360.85 (RWY 18L/36R)</div> <div>118.3 (RWYS 18C/36C, 09/27)</div> <div>133.325 (RWY 18R/36L)</div> | <div>GND CON</div> <div>121.7 (WEST)</div> <div>121.3 (EAST)</div> | <div>CLNC DEL</div> <div>127.175</div> |
|---|---|---|--|--|



| | | | | | | | | | | | | |
|--|--|---------|--|-------------|-----------|-------------------------|------------|------------------------|------------|--|------------|--|
| VGSI and RNAV glidepath not coincident. | | | | | 3000 ↑ | | JITEV ✦ | | 179° tr | | ZIRKE △ | |
| <p>JUPAL LAMAH ANTRI DULEY KLEPR LOGOZ *LNAV only</p> <p>8000 184° 7000 6000 5000 4000 2400 2400 *1.4 NM to RW18C</p> <p>GS 3.00° TCH 55</p> <p>3.1 NM 3.1 NM 3.1 NM 3.1 NM 5 NM 3.2 1.4</p> <p>RW18C</p> | | | | | | | | | | | | |
| CATEGORY | | A | | B | | C | | D | | | | |
| LPV DA | | 1075/24 | | | | 200 (200-½) | | | | | | |
| LNAV/VNAV DA | | 1398/60 | | | | 523 (600-1¼) | | | | | | |
| LNAV MDA | | 1360/24 | | 485 (500-½) | | 1360/40 485 (500-¾) | | 1360/50 485 (500-1) | | | | |
| CIRCLING | | 1460-1 | | 564 (600-1) | | 1460-1½ 564 (600-1½) | | 1560-2 664 (700-2) | | | | |

RNAV (GPS) Y RWY 18L

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -16° C (4°F) or above 47° C (116°F).
DME/DME RNP-0.3 NA.

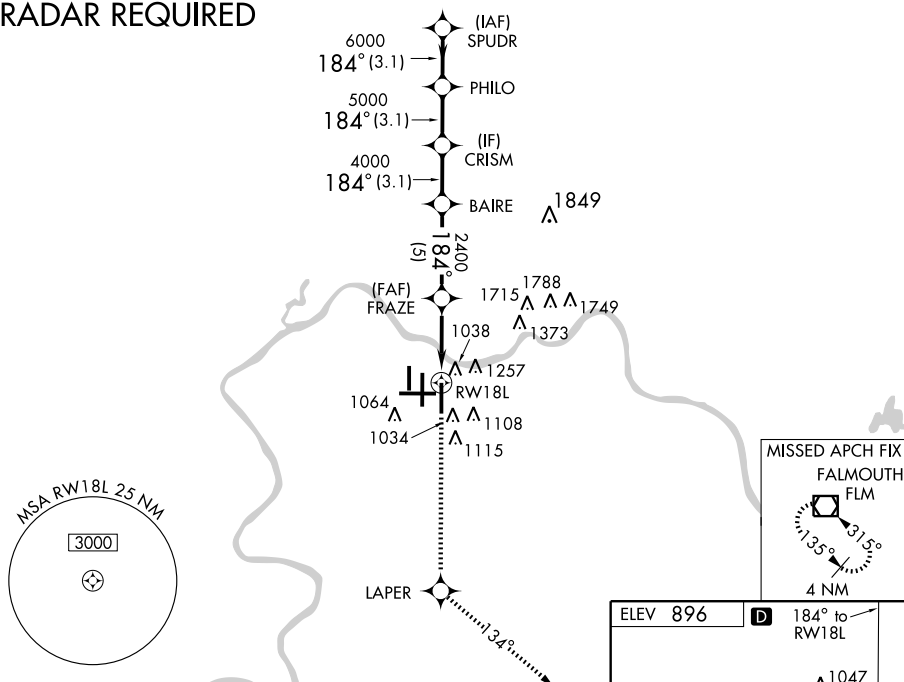
MALSR



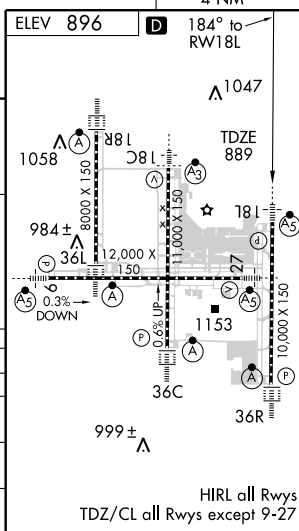
MISSED APPROACH: Climb to 3000 direct LAPER
and via 134° track to FLM VOR/DME and hold.

| ATIS | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|-----------------------|---------------------|---|--|----------------|
| ARR 134.375 | DEP 135.3 | 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L) | 121.7 (WEST) 121.3 (EAST) | 127.175 |

RADAR REQUIRED



| VGSI and RNAV glidepath not coincident. | | | | |
|---|----------------------|---|----------------------|---------------------|
| SPUDR PHILO CRISM BAIRE FRAZE RW18L | | | | |
| 7000 6000 5000 4000 2400 | | | | |
| GS 3.00° TCH 55 | | | | |
| 3.1 NM 3.1 NM 3.1 NM 5 NM 3.3 NM 1.3 NM | | | | |
| CATEGORY | A | B | C | D |
| LPV DA | 1089/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1395/60 506 (500-1¼) | | | |
| LNAV MDA | 1360/24 471 (500-½) | | 1360/40 471 (500-¾) | 1360/50 471 (500-1) |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |



AL-655 (FAA)

| | | |
|--|------------------------|---|
| WAAS CH 58099 W18D | APP CRS 184° | Rwy Idg 8000 TDZE 868 Apt Elev 896 |
|--|------------------------|---|

RNAV (GPS) Y RWY 18R
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct BEPEE and via 266° track to AVIEW and hold.

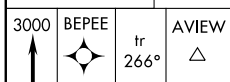
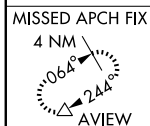
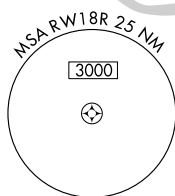
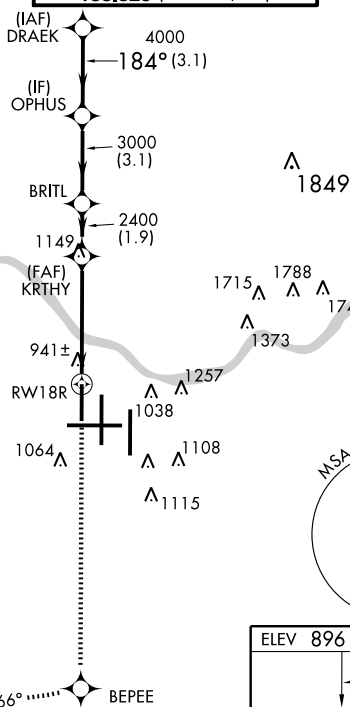
| | | | |
|---------|-------|-----------------------------|--|
| ATIS | | CINCINNATI APP CON | |
| ARR | DEP | 119.7 254.25 (090°- 269°) | |
| 134.375 | 135.3 | 123.875 363.15 (270°- 089°) | |

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

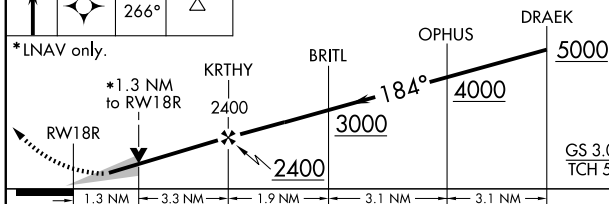
GND CON
121.7 (WEST)
121.3 (EAST)

CLNC DEL
127.175

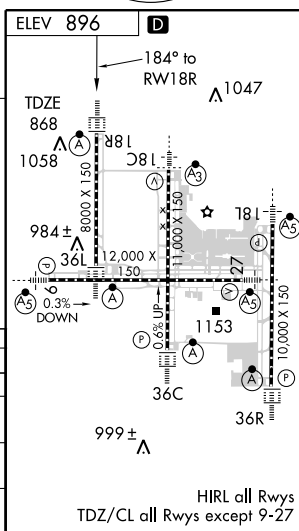
RADAR REQUIRED



* LNAV only.



| CATEGORY | A | B | C | D |
|------------------|---------------------|----------------------|---------------------|---|
| LPV DA | 1068/24 200 (200-½) | | | |
| LNAV/ VNAV DA | 1321/50 453 (500-1) | | | |
| LNAV MDA | 1320/24 452 (500-½) | 1320/40 452 (500-¾) | 1320/50 452 (500-1) | |
| CIRCLING | 1460-1 564 (600-1) | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) | |



SE-1. 03 JUN 2010 to 01 JUL 2010

| | | |
|--|------------------------|--|
| WAAS CH 86809 W27A | APP CRS 274° | Rwy Idg 12000 TDZE 875 Apt Elev 896 |
|--|------------------------|--|

RNAV (GPS) Y RWY 27

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MALSR

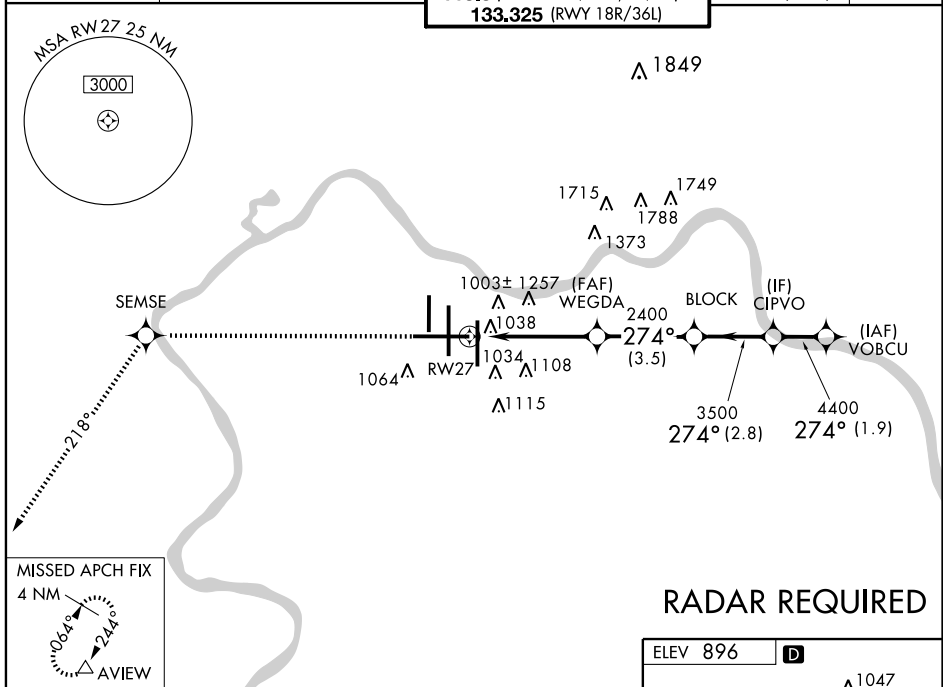


MISSED APPROACH: Climb to 3000 direct SEMSE then via 218° track to AVIEW and hold.

| | | | |
|---------|-------|--------------------|---------------------|
| ATIS | | CINCINNATI APP CON | |
| ARR | DEP | 119.7 | 254.25 (090°- 269°) |
| 134.375 | 135.3 | 123.875 | 363.15 (270°- 089°) |

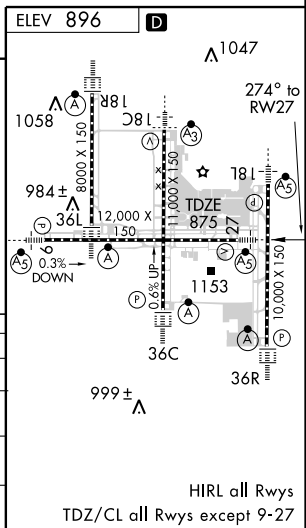
CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

GND CON
121.7 (WEST)
121.3 (EAST)

CLNC DEL
127.175

RADAR REQUIRED

| | | | | | | |
|---|------------|-------------|------------|---|-------------------------|---------------------|
| 3000 ↑ | SEMSE ✦ | fr 218° | AVIEW △ | VGS and RNAV glidepath not coincident. | | VOBCU |
| *LNAV only. | | | | BLOCK | CIPVO | |
| | | | | 2400 | 27.4° | 5000 |
| 1.5 3 NM 1.5 NM 3.5 NM 2.8 NM 1.9 NM | | | | 3500 | 4400 | GS 3.00° TCH 55° |
| CATEGORY | A | | B | | C | D |
| LPV DA | | | 1075/24 | | 200 (200-½) | |
| LNAV/ VNAV DA | | | 1349/60 | | 474 (500-1¼) | |
| LNAV MDA | 1420/24 | 545 (600-½) | | 1420/50 545 (600-1) | 1420/60 545 (600-1¼) | |
| CIRCLING | 1460-1 | 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) | |



▼

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 47° C (116°F). DME/DME RNP-0.3 NA.

ALSIF-2

MISSED APPROACH: Climb to 3000 direct LOGOZ and via 005° track to NEATS and hold.

| | | | | | | | | | |
|---------|-------|--------------------|----------------------|-----------------------------|----------------------|--------------|--------------|----------|--|
| ATIS | | CINCINNATI APP CON | | CINCINNATI TOWER | | GND CON | | CLNC DEL | |
| ARR | DEP | 119.7 | 254.25 (090° - 269°) | 118.975 | 360.85 (RWY 18L/36R) | 121.7 (WEST) | 121.3 (EAST) | 127.175 | |
| 134.375 | 135.3 | 123.875 | 363.15 (270° - 089°) | 118.3 (RWYS 18C/36C, 09/27) | | | | | |
| | | | | 133.325 (RWY 18R/36L) | | | | | |

MISSED APCH FIX

NEATS

4 NM

ELEV 896

| | | | | | | | |
|--------------|--|-------------------|---------|---|--|-------------------|--|
| 3000 | | LOGOZ | NEATS | VGSI and RNAV glidepath not coincident. | | Procedure Turn NA | |
| | | | tr 005° | | | | |
| *LNAV only. | | *1.5 NM to RWY36C | | JITEV 2400 | | PUPPT 6000 | |
| RWY36C | | CIMRU | | UMPTA | | GS 3.00° TCH 52 | |
| 1.5 NM | | 3.2 NM | | 5 NM | | 3.1 NM | |
| CATEGORY | | A | | B | | C | |
| LPV DA | | 1051/24 | | 200 (200-½) | | | |
| LNAV/VNAV DA | | 1347/60 | | 496 (500-1¼) | | | |
| LNAV MDA | | 1400/24 | | 549 (600-½) | | 1400/60 | |
| | | | | | | 549 (600-1) | |
| CIRCLING | | 1460-1 | | 564 (600-1) | | 1460-1½ | |
| | | | | | | 564 (600-1½) | |
| | | | | | | 1560-2 | |
| | | | | | | 664 (700-2) | |

HIRL all Rwys

TDZ/CL all Rwys except 9-27

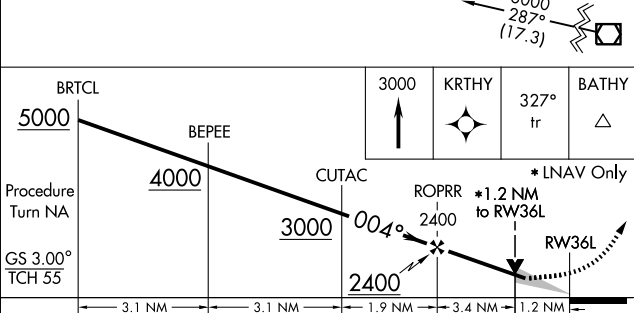
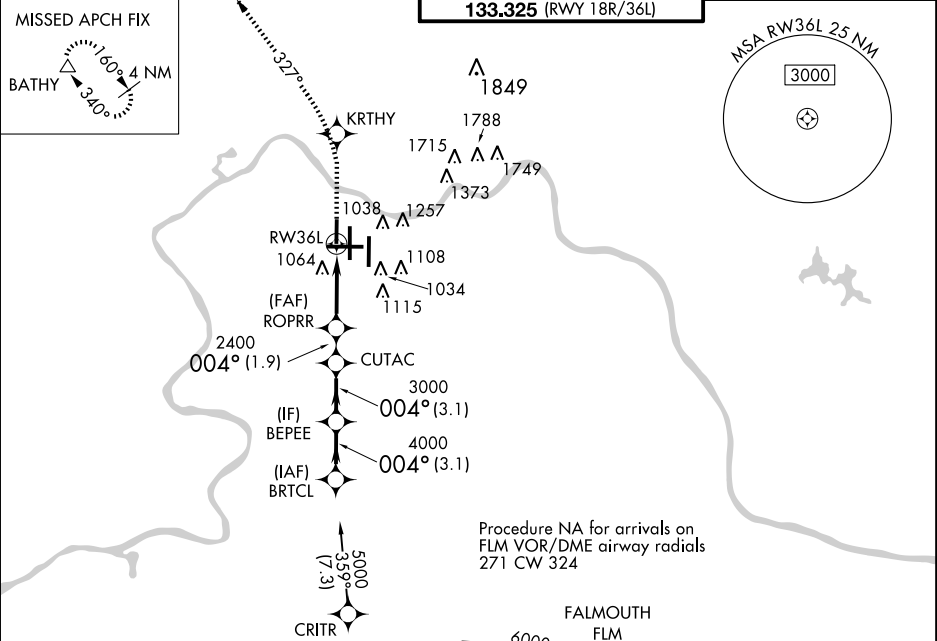
SE-1. 03 JUN 2010 to 01 JUL 2010

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 49099 W36A | APP CRS 004° | Rwy Idg TDZE Apt Elev | 8000 873 896 |
|--|------------------------|-----------------------------|---|

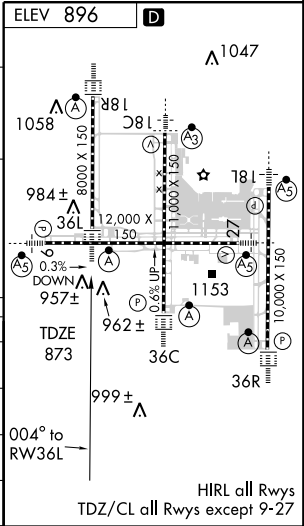
RNAV (GPS) Y RWY 36L

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

| | | | | |
|--|--|---|--|----------------------------|
| For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. | | ALSF-2 | MISSED APPROACH: Climb to 3000 direct KRTHY and via 327° track to BATHY and hold. | |
| ATIS ARR 134.375 DEP 135.3 | CINCINNATI APP CON 119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°) | CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L) | GND CON 121.7 (WEST) 121.3 (EAST) | CLNC DEL 127.175 |



| CATEGORY | A | B | C | D |
|--------------|---------------------|---|----------------------|---------------------|
| LPV DA | 1073/24 | | 200 (200-½) | |
| LNAV/VNAV DA | 1383/60 | | 510 (500-1¼) | |
| LNAV MDA | 1300/24 427 (500-½) | | 1300/40 427 (500-¾) | 1300/50 427 (500-1) |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |



| | | | |
|--|------------------------|---|--------------|
| WAAS CH 42709 W36D | APP CRS 004° | Rwy Ldg TDZE 896 Apt Elev 896 | 10000 |
|--|------------------------|---|--------------|

RNAV (GPS) Y RWY 36R

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

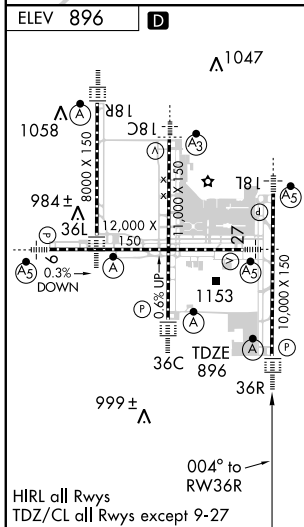
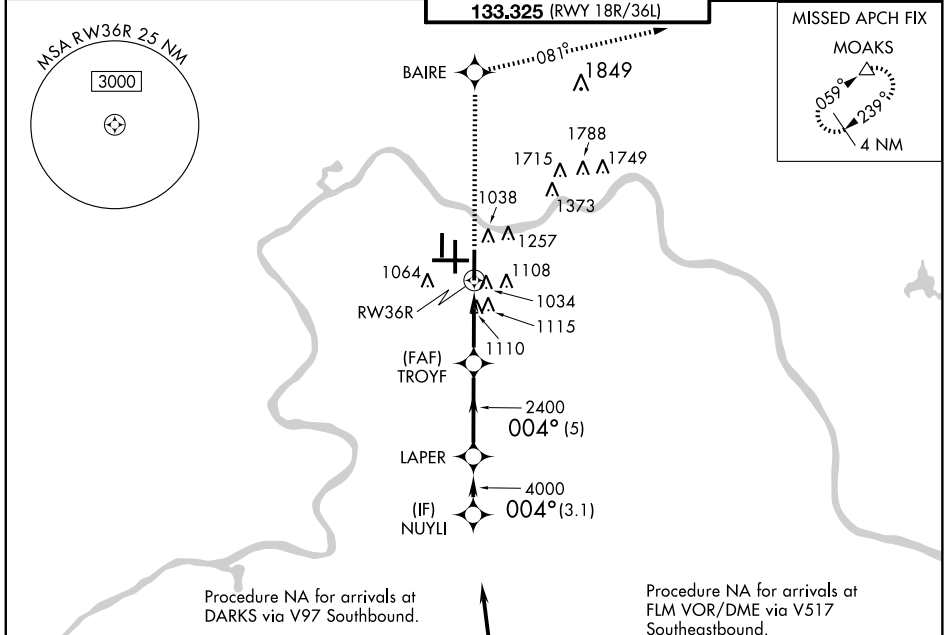
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.

ALS-2



MISSED APPROACH: Climb to 3000
direct to BAIRE and via 081° track
to MOAKS and hold.

| | | | | |
|--|--|---|---|----------------------------|
| ATIS ARR 134.375 DEP 135.3 | CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°) | CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L) | GND CON 121.7 (WEST) 121.3 (EAST) | CLNC DEL 127.175 |
|--|--|---|---|----------------------------|



| | | | | | |
|--------------|---------------------|----------------------|---------------------|---|-------------------|
| 3000 | BAIRE | tr 081° | MOAKS | VGSI and RNAV glidepath not coincident. | NUYLI |
| | | | | | |
| *LNAV only. | *1.2 NM to RW36R | TROYF | LAPER | 5000 | Procedure Turn NA |
| | | | | | |
| 1.2 | 3.3 | 5 | 3.1 | | |
| CATEGORY | A | B | C | D | |
| LPV DA | 1096/24 200 (200-½) | | | | |
| LNAV/VNAV DA | 1340/50 444 (500-1) | | | | |
| LNAV MDA | 1360/24 464 (500-½) | 1360/40 464 (500-¾) | 1360/50 464 (500-1) | 1360/50 464 (500-1) | |
| CIRCLING | 1460-1 564 (600-1) | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) | 1560-2 664 (700-2) | |

| | |
|------------------------|--|
| APP CRS 094° | Rwy Idg 11880 TDZE 883 Apt Elev 896 |
|------------------------|--|

RNAV (RNP) Z RWY 9

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

| | |
|----------|---|
| T | GPS Required. For uncompensated Baro-VNAV systems, procedure NA |
| A | below -16° C (4° F) or above 47° C (116° F). For inoperative MALS, increase RNP 0.18 visibility to RVR 5000. RNP 0.30 visibility to RVR 6000. |

MALSR

MISSED APPROACH: Climb to 3000 via 094° track to BLOCK and via 134° track to CALIF and hold.

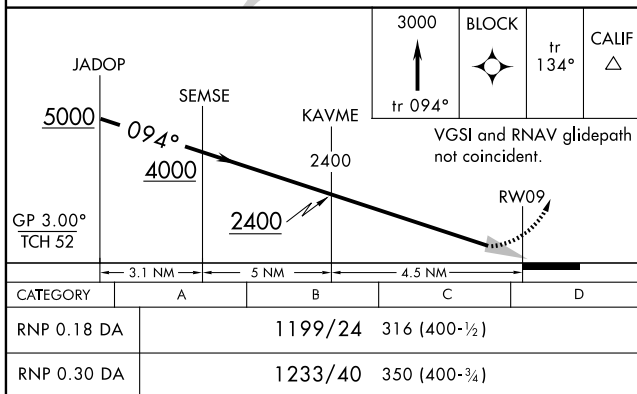
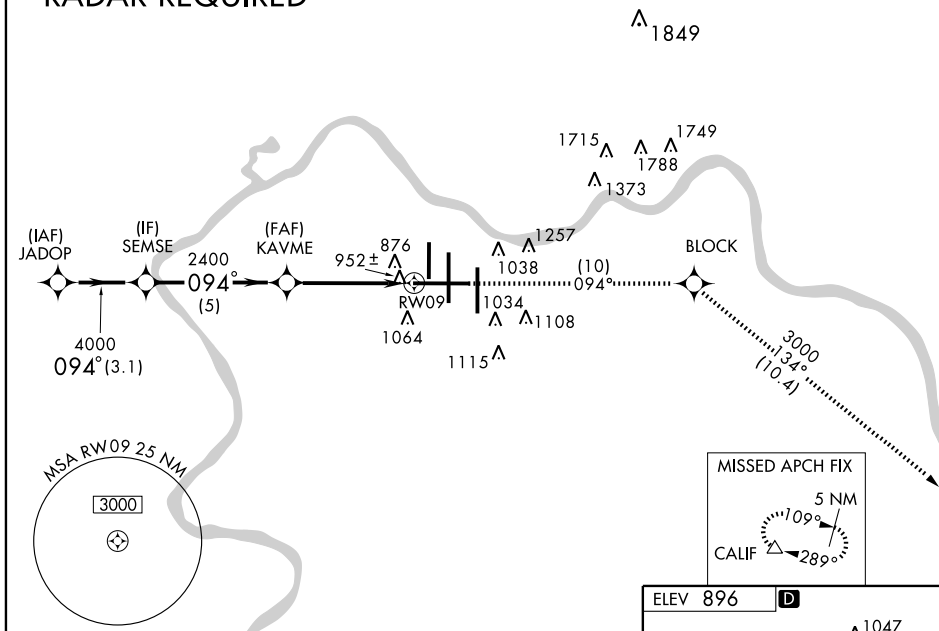
| | | | |
|---------|-------|-----------------------------|--|
| ATIS | | CINCINNATI APP CON | |
| ARR | DEP | 119.7 254.25 (090°- 269°) | |
| 134.375 | 135.3 | 123.875 363.15 (270°- 089°) | |

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

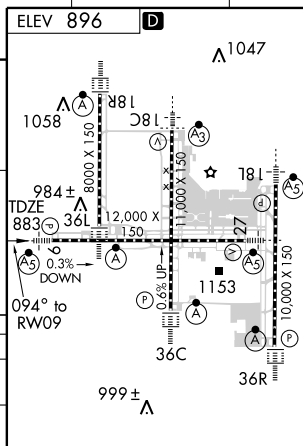
GND CON
121.7 (WEST)
121.3 (EAST)

CLNC DEL
127.175

RADAR REQUIRED



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwy's
TDZ/CL all Rwy's except 9-27

SE-1. 03 JUN 2010 to 01 JUL 2010

| | | |
|-------------|----------|--------------|
| APP CRS | Rwy Idg | 11000 |
| 184° | TDZE | 875 |
| | Apt Elev | 896 |

RNAV (RNP) Z RWY 18C

COVINGTON / CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

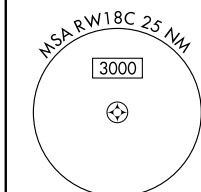
T GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F).
A NA For inoperative SSALR, increase RNP 0.15 visibility to 1½, RNP 0.30 visibility to 1¾. Visibility reduction by helicopters NA.

SSALR

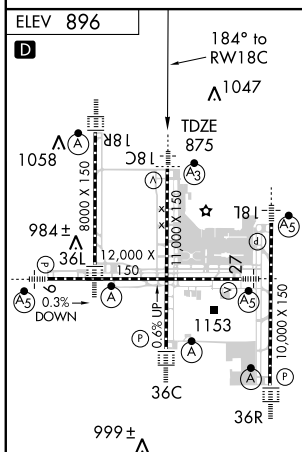
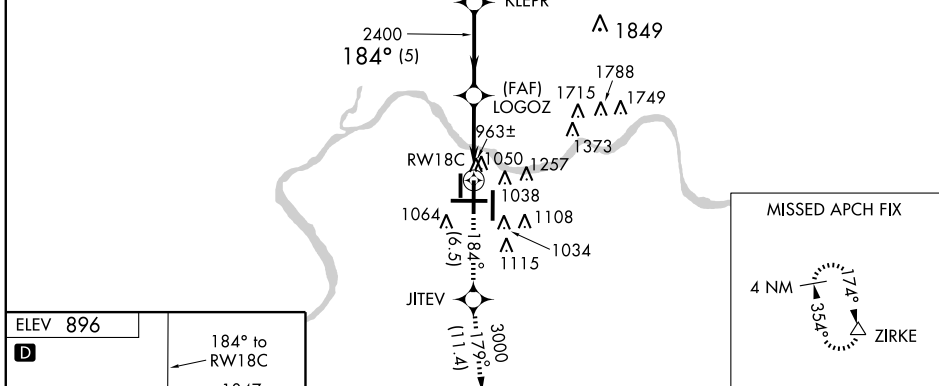


MISSED APPROACH: Climb to 3000 via 184° track to JITEV and via 179° track to ZIRKE and hold.

| ATIS | | CINCINNATI APP CON | | CINCINNATI TOWER | | GND CON | | CLNC DEL | |
|----------------|--------------|--------------------|----------------------------|------------------|-----------------------------|---------------------|--|----------|----------------|
| ARR | DEP | | | | | | | | |
| 134.375 | 135.3 | 119.7 | 254.25 (090°- 269°) | 118.975 | 360.85 (RWY 18L/36R) | 121.7 (WEST) | | | |
| | | 123.875 | 363.15 (270°- 089°) | 118.3 | (RWYS 18C/36C, 09/27) | 121.3 (EAST) | | | 127.175 |
| | | | | 133.325 | (RWY 18R/36L) | | | | |



RADAR REQUIRED



MISSED APCH FIX



| | | | | | | | | | | | | | | | |
|--------------------|--|---|--|---------|--|--------------|--|------------|--|------------|--|------------|--|------------|--|
| JUPAL | | VGSI and RNAV glidepath not coincident. | | | | 3000 ↑ | | 184° tr | | JITEV ✦ | | 179° tr | | ZIRKE △ | |
| 8000 | | 7000 | | 6000 | | 5000 | | 4000 | | 2400 | | 2400 | | 2400 | |
| GP 3.00° TCH 55 | | | | | | | | | | | | | | RW18C | |
| 3.1 NM | | 3.1 NM | | 3.1 NM | | 3.1 NM | | 5 NM | | 4.6 NM | | | | | |
| CATEGORY | | A | | B | | C | | D | | | | | | | |
| RNP 0.15 DA | | | | 1321/50 | | 446 (500-1) | | | | | | | | | |
| RNP 0.30 DA | | | | 1389/60 | | 514 (600-1½) | | | | | | | | | |

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

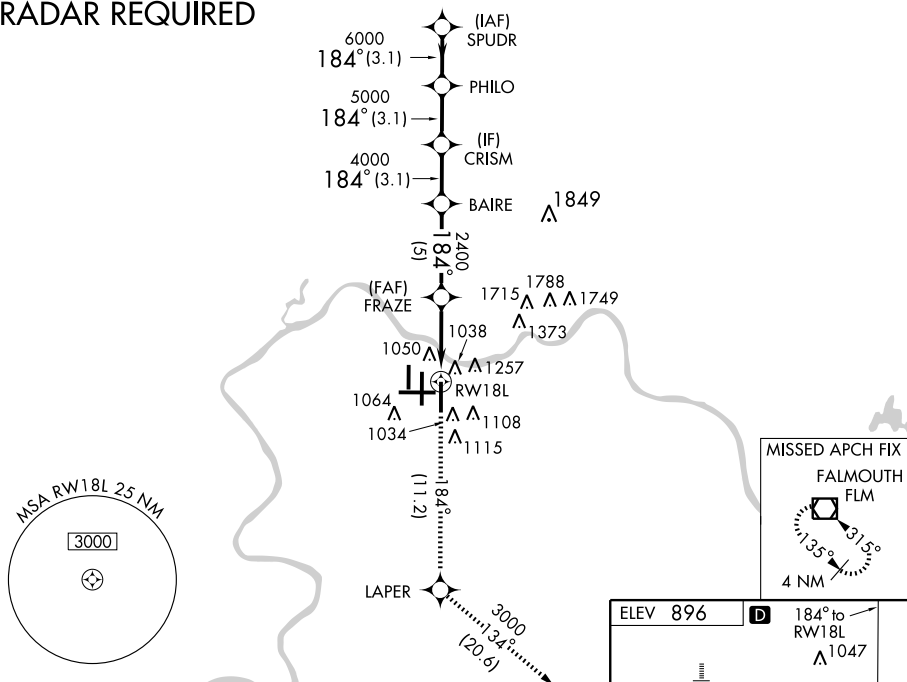
| | | |
|-------------|----------|--------------|
| APP CRS | Rwy Idg | 10000 |
| 184° | TDZE | 889 |
| | Apt Elev | 896 |

RNAV (RNP) Z RWY 18L

COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

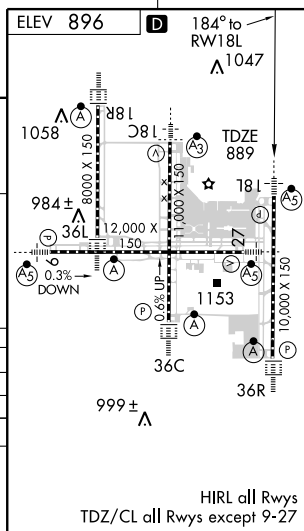
| | | |
|---|--------------------------------------|--|
| <p>▽ For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.21 and RNP 0.25 visibility to RVR 6000, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA. GPS Required.</p> <p>△ NA</p> | <p>MALSR</p> <p>AS</p> | <p>MISSED APPROACH: Climb to 3000 via 184° track to LAPER and via 134° track to FLM VOR/DME and hold.</p> |
|---|--------------------------------------|--|

| | | | | |
|---|---|---|--|--|
| <p>ATIS</p> <p>ARR 134.375 DEP 135.3</p> | <p>CINCINNATI APP CON</p> <p>119.7 254.25 (090°- 269°) 123.875 363.15 (270°- 089°)</p> | <p>CINCINNATI TOWER</p> <p>118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)</p> | <p>GND CON</p> <p>121.7 (WEST) 121.3 (EAST)</p> | <p>CLNC DEL</p> <p>127.175</p> |
|---|---|---|--|--|

RADAR REQUIRED

| | | | | |
|---|--------|---------|--------------|-------|
| VGSI and RNAV glidepath not coincident. | | | | |
| SPUDR | PHILO | CRISM | BAIRE | FRAZE |
| 7000 | 6000 | 5000 | 4000 | 2400 |
| GP 3.00° | | | | |
| TCH 55 | | | | |
| | 3.1 NM | 3.1 NM | 3.1 NM | 5 NM |
| CATEGORY | A | B | C | D |
| RNP 0.21 DA | | 1272/40 | 383 (400-¾) | |
| RNP 0.25 DA | | 1283/50 | 394 (400-1) | |
| RNP 0.30 DA | | 1472-1½ | 583 (600-1½) | |

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**



HIRL all Rws
TDZ/CL all Rws except 9-27

RNAV (RNP) Z RWY 18R
COVINGTON/ CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

ALSF-2

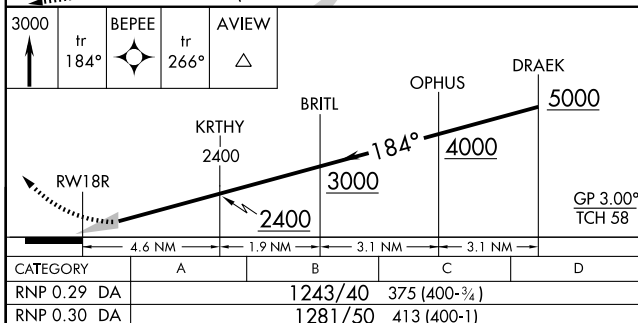
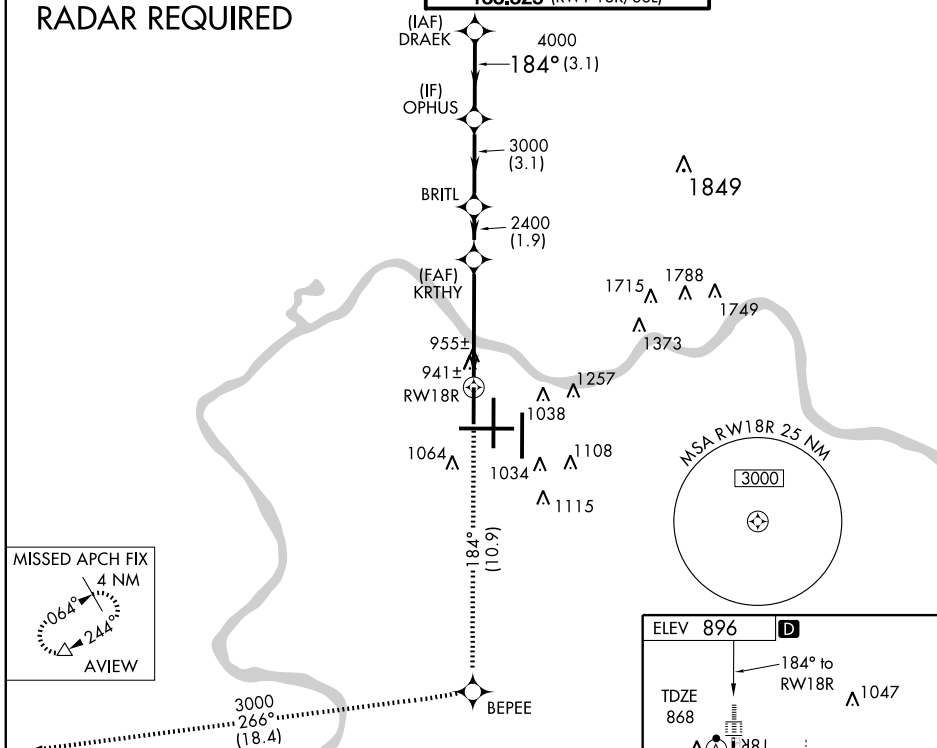
MISSED APPROACH: Climb to 3000 via 184° track to BEPEE and via 266° track to AVIEW and hold.

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

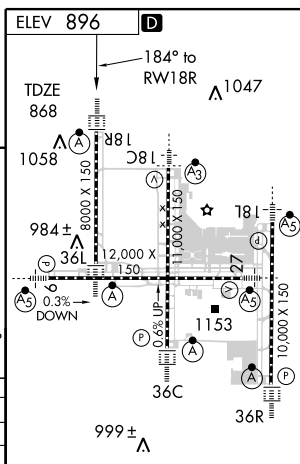
GND CON
121.7 (WEST)
121.3 (EAST)

CLNC DEL
127.175

RADAR REQUIRED



**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**



HIRL all Rwys
TDZ/CL all Rwys except 9-27

| | | |
|------------------------|-----------------------------|--|
| APP CRS 274° | Rwy Idg TDZE Apt Elev | 12000 875 896 |
|------------------------|-----------------------------|--|

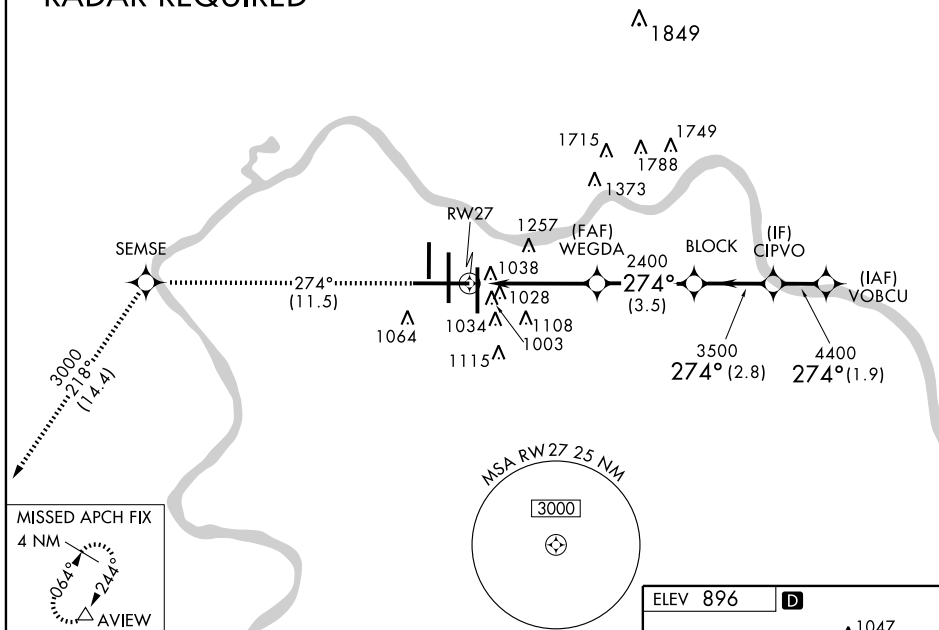
RNAV (RNP) Z RWY 27

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

| | | |
|---|------------------|---|
| NA For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). For inoperative MALSR, increase RNP 0.15 visibility to 1½, RNP 0.23 visibility to 1¾, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA. GPS Required. | MALSR | MISSED APPROACH: Climb to 3000 via 274° track to SEMSE and via 218° track to AVIEW and hold. |
|---|------------------|---|

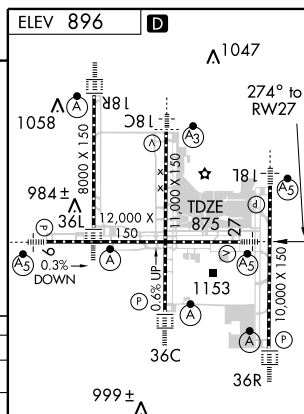
| | | | | |
|--|---|--|--|-----------------------------------|
| ATIS ARR 134.375 DEP 135.3 | CINCINNATI APP CON 119.7 254.25 (090°-269°) 123.875 363.15 (270°-089°) | CINCINNATI TOWER 118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L) | GND CON 121.7 (WEST) 121.3 (EAST) | CLNC DEL 127.175 |
|--|---|--|--|-----------------------------------|

RADAR REQUIRED



| | | | | | | | | |
|-----------------------------------|------------------------|------------------------|------------------------|--|-------------------|-------------------|-------------------|---|
| <div>3000 ↑ tr 274°</div> | <div>SEMSE ✦</div> | <div>tr 218°</div> | <div>AVIEW △</div> | | | | | |
| | | | | <div>VOBCU</div> | | | | |
| | | | | <div>BLOCK</div> | <div>CIPVO</div> | | | |
| | | | | <div>WEGDA</div> | <div>274°</div> | | | |
| | | | | <div>2400</div> | <div>3500</div> | <div>4400</div> | <div>5000</div> | |
| <div>RW27</div> | | | | <div>GP 3.00°</div> | | | | |
| | | | | <div>2400</div> | <div>TCH 55</div> | | | |
| | | | | <div>VGSi and RNAV glidepath not coincident.</div> | | | | |
| | | | | <div>4.6 NM</div> | <div>3.5 NM</div> | <div>2.8 NM</div> | <div>1.9 NM</div> | |
| CATEGORY | | A | | B | | C | | D |
| RNP 0.15 DA | | | | 1296/50 | | 421 (400-1) | | |
| RNP 0.23 DA | | | | 1378/60 | | 503 (500-1¼) | | |
| RNP 0.30 DA | | | | 1445-1½ | | 570 (600-1½) | | |

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**



HIRL all Rws
TDZ/CL all Rws except 9-27

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 8000 |
| 004° | TDZE | 873 |
| | Apt Elev | 896 |

RNAV (RNP) Z RWY 36L

COVINGTON/CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.29 and RNP 0.30 visibility to RVR 6000.

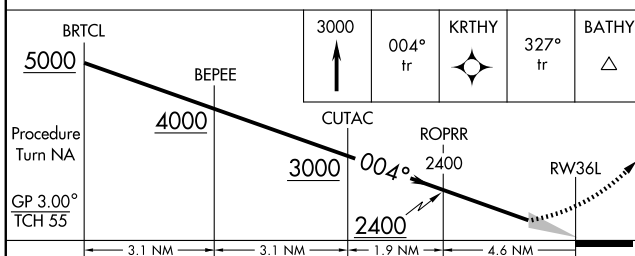
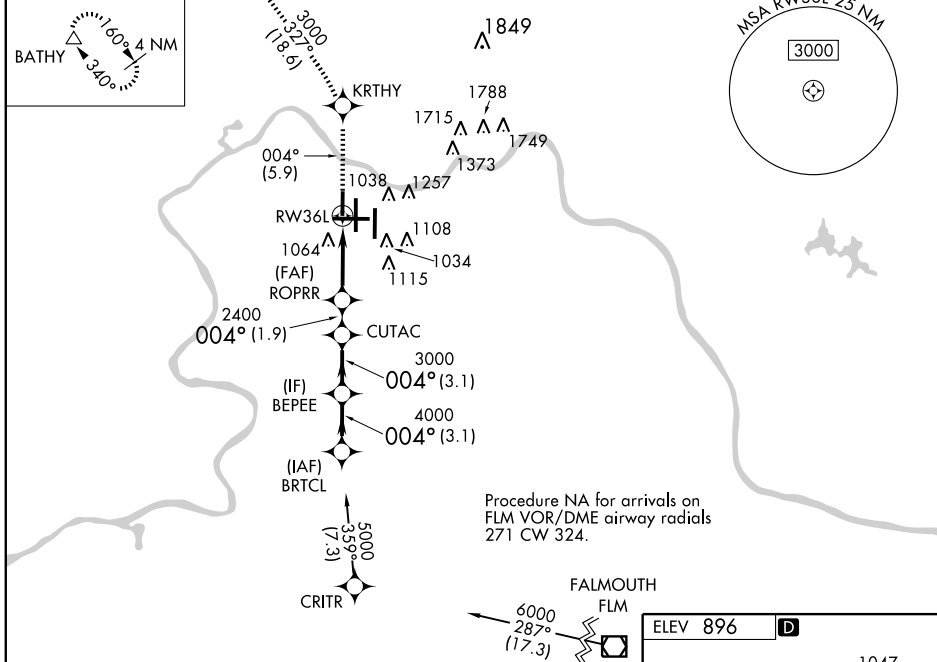
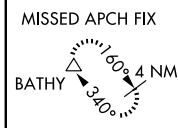


MISSED APPROACH: Climb to 3000 via 004° track to KRTHY and via 327° track to BATHY and hold.

| ATIS | ARR | DEP | CINCINNATI APP CON |
|------|----------------|--------------|------------------------------------|
| | 134.375 | 135.3 | 119.7 254.25 (090°- 269°) |
| | | | 123.875 363.15 (270°- 089°) |

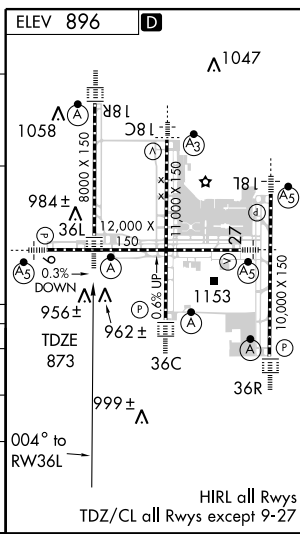
| CINCINNATI TOWER |
|-------------------------------------|
| 118.975 360.85 (RWY 18L/36R) |
| 118.3 (RWYS 18C/36C, 09/27) |
| 133.325 (RWY 18R/36L) |

| GND CON | CLNC DEL |
|---------------------|----------------|
| 121.7 (WEST) | 127.175 |
| 121.3 (EAST) | |



| CATEGORY | A | B | C | D |
|-------------|---|---------|-------------|---|
| RNP 0.29 DA | | 1261/40 | 388 (400-¾) | |
| RNP 0.30 DA | | 1264/50 | 391 (400-1) | |

**SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED**



RNAV (RNP) Z RWY 36R
COVINGTON/ CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)

ALSF-2



MISSED APPROACH: Climb to 3000 via 004° track to BAIRE and via 081° track to MOAKS and hold.

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

GND CON
121.7 (WEST)
121.3 (EAST)

CLNC DEL
127.175


MISSED APCH FIX

MOAKS

A diagram showing a 4 nm DNA loop. The loop is represented by a dashed arc with a radius of 4 nm. Two points on the arc are marked with triangles. The angle between the radii to these points is labeled as 59° and 239°.

MSA RWSUR 25 NM

3000



Procedure NA for arrivals at DARKS via V97 Southbound.

Procedure NA for arrivals at
FLM VOR/DME via V517
Southeastbound.

ELEV 896


D

Δ1047

HIRL all Rwys
TDZ/CL all Rwys except 9-27

5000
357°
(10.9)
(IAF)
DARKS

6000
271°
(14.5)



FALMOUTH
FLM

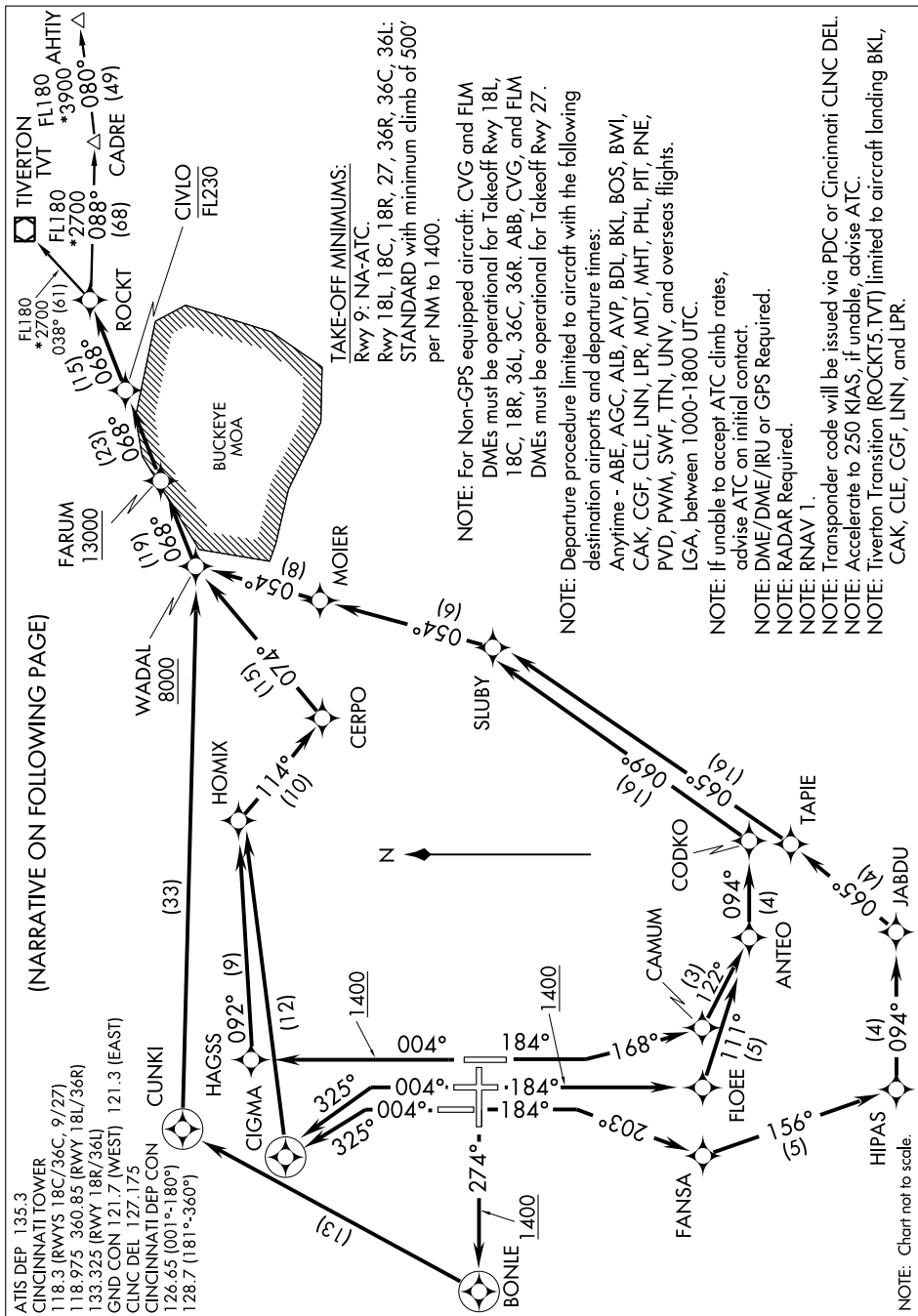
| | | | | | | | |
|-------------|---------|------------|-------------|------------|---|-------|---------------|
| 3000 ↑ | tr 004° | BAIRE ✱ | tr 081° | MOAKS △ | VGSI and RNAV glidepath not coincident. | LAPER | NUYLI 5000 |
| | | | | | Procedure Turn NA GP 3.00° TCH 55 | | |
| CATEGORY | A | B | C | D | | | |
| RNP 0.16 DA | | 1284/40 | 388 (400-¾) | | | | |
| RNP 0.20 DA | | 1295/50 | 399 (400-1) | | | | |
| RNP 0.30 DA | | 1329/50 | 433 (500-1) | | | | |

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**

ROCKT FIVE DEPARTURE (RNAV)

SL-655 (FAA)

COVINGTON, KENTUCKY





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to WADAL, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to WADAL, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to WADAL, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct CUNKI, then right turn direct WADAL, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to WADAL, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then via depicted route to WADAL, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then via depicted route to WADAL, thence. . . .

. . . . via depicted route to ROCKT. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

AHTIY TRANSITION (ROCKT5.AHTIY):

TIVERTON TRANSITION (ROCKT5.TVT):

TAKEOFF OBSTACLE NOTES:

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL. Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

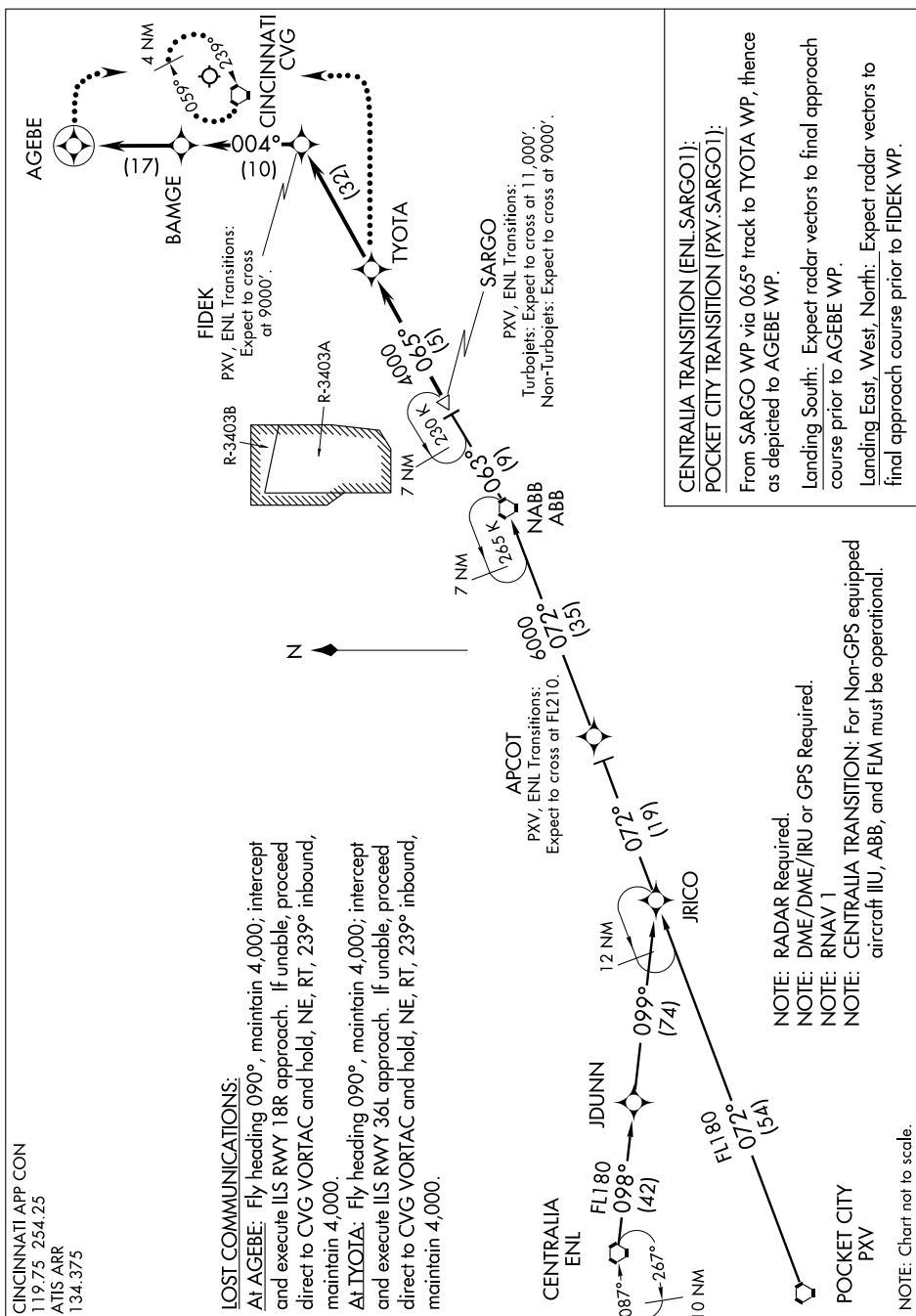
Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

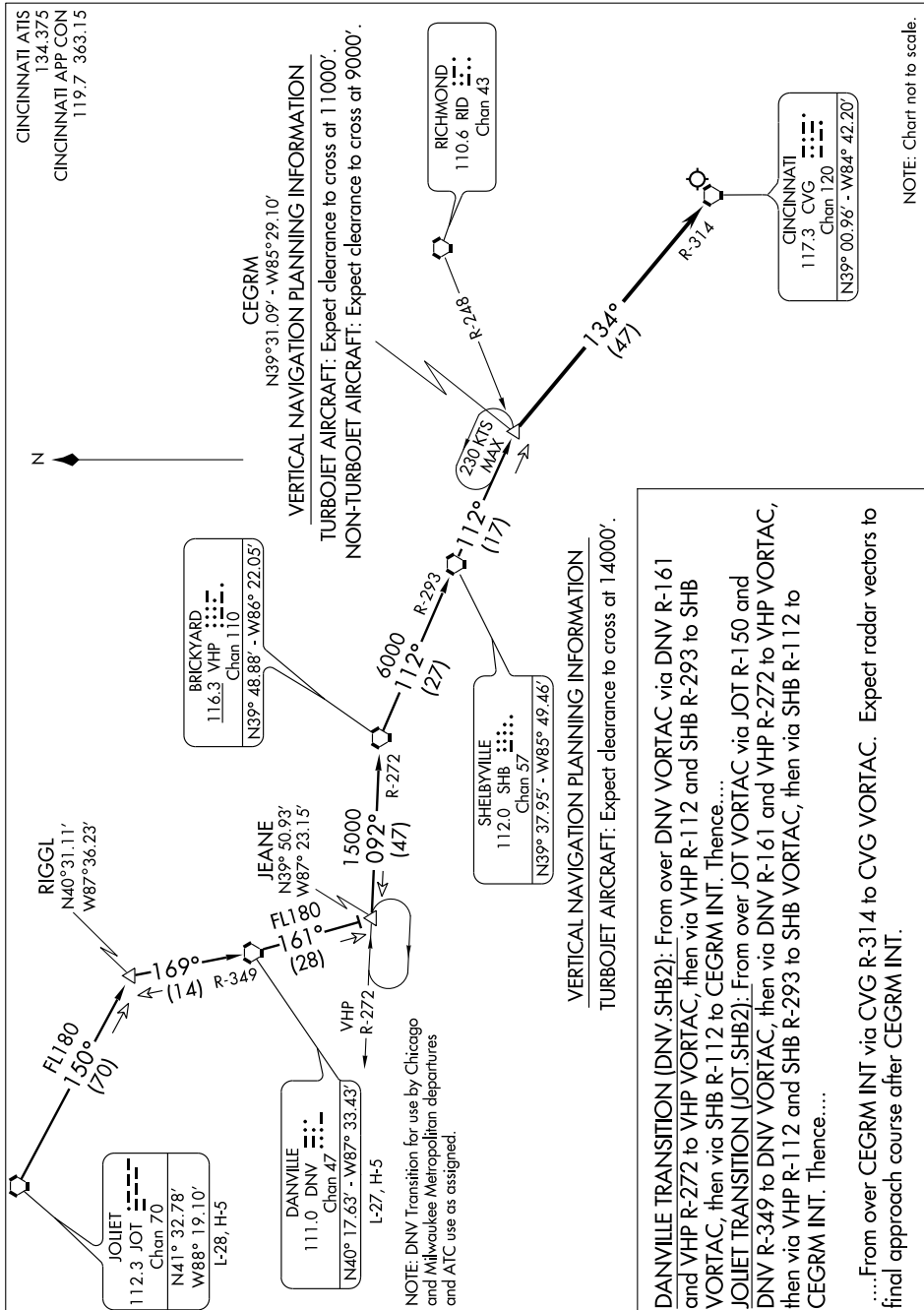
Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL. Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

SARGO ONE ARRIVAL (RNAV)

COVINGTON, KENTUCKY







DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then via depicted route to SILKS, thence. . . .

TAKE-OFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then via depicted route to SILKS, thence. . . .

TAKE-OFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then via depicted route to SILKS, thence. . . .

TAKE-OFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then via depicted route to SILKS, thence. . . .

TAKE-OFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then via depicted route to SILKS, thence. . . .

TAKE-OFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to SILKS, thence. . . .

TAKE-OFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then via depicted route to SILKS, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

TRFWA TRANSITION (SILKS2.TRFWA):

TAKEOFF OBSTACLE NOTES:

RWY 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.

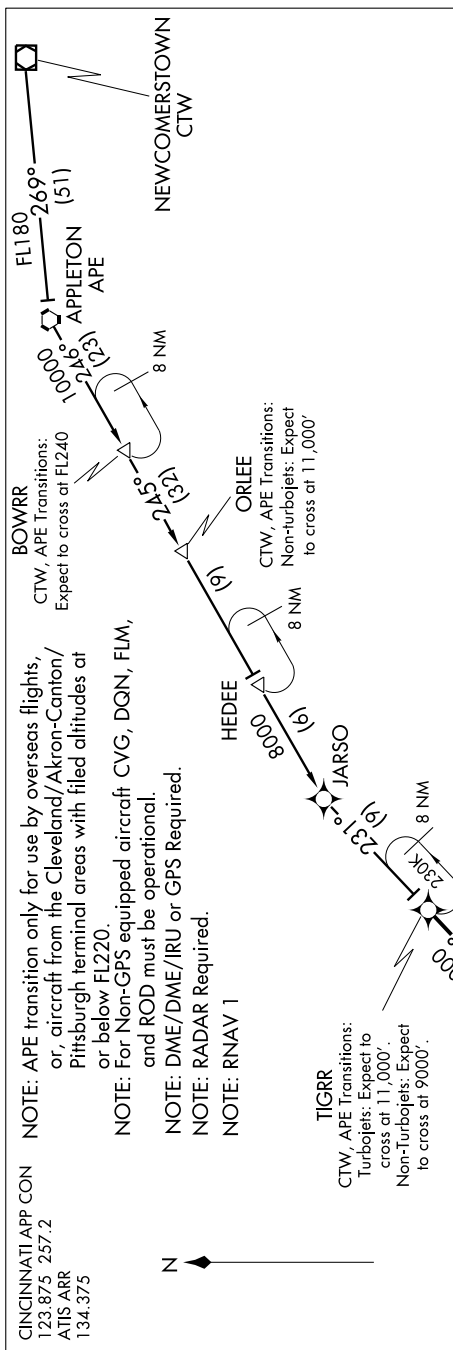
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

RWY 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

RWY 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

RWY 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

APPLETON TRANSITION (APE.TIGRR1):NEWCOMERSTOWN TRANSITION (CTW.TIGRR1):

From over TIGRR WP via 231° track to CHARZ WP, thence
as depicted to HAVLO WP.

Landing South, East, West: Expect radar vectors to final approach
course prior to BACAS WP.

Landing North: Expect radar vectors to final approach course prior to
HAVLO WP.

LOST COMMUNICATIONS:AT HAVLO:

Fly heading 270°, maintain 6,000'; intercept and execute
ILS RWY 36R approach. If unable, proceed direct to CVG VORTAC
and hold, NE, RT, 239° inbound, maintain 6,000'.

AT CHARZ: Fly heading 270°, maintain 6,000'; intercept and execute
ILS RWY 18L approach. If unable, proceed direct to CVG VORTAC
and hold, NE, RT, 239° inbound, maintain 6,000'.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 094° or as assigned by ATC, Thence....

TAKEOFF RUNWAY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, Thence....

TAKEOFF RUNWAY 18C: Climb heading 184° or as assigned by ATC, Thence....

TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, Thence....

TAKEOFF RUNWAY 27: Climb heading 274° or as assigned by ATC, Thence....

TAKEOFF RUNWAY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, Thence....

TAKEOFF RUNWAY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°. Thence....

TAKEOFF RUNWAY 36R: Climb heading 004° or as assigned by ATC, Thence....

....expect radar vectors to CVG R-294, then via CVG R-294 to LOVEY/CVG 35 DME, then via VHP R-128 to ZABAL/VHP 26.7 DME, then via transition or assigned route. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude/flight level 10 minutes after departure.

CADIZ TRANSITION (WHWTR7.CADIZ): From over ZABAL via VHP R-128 to VHP VORTAC, then via VHP R-304 to MACES, then via BVT R-153 to BVT VORTAC, then via BVT R-338 to CADIZ.

DECATUR TRANSITION (WHWTR7.DEC): From over ZABAL via TTH R-085 to TTH VORTAC, then via TTH R-280 and DEC R-098 to DEC VORTAC.

TAKE-OFF OBSTACLE NOTES:

Rwy 9: Trees beginning 4562' from DER, 900' left of centerline, up to 94' AGL/1003' MSL.

Trees 3385' from DER, 1117' right of centerline, up to 59' AGL/988' MSL.

Rwy 18C: Trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.

Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.

Rwy 18R: Trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.

Rwy 36C: Trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.

Rwy 36R: Light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.

Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

| | | |
|--|-----------------|--|
| LOC/DME I-PQQ <u>108.9</u> Chan 26 | APP CRS 305° | Rwy Idg 5000 TDZE 1016 Apt Elev 1022 |
|--|-----------------|--|

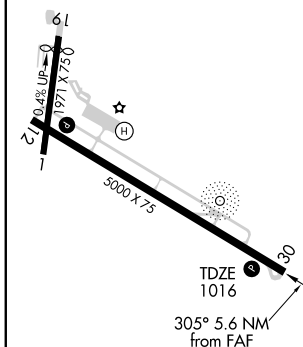
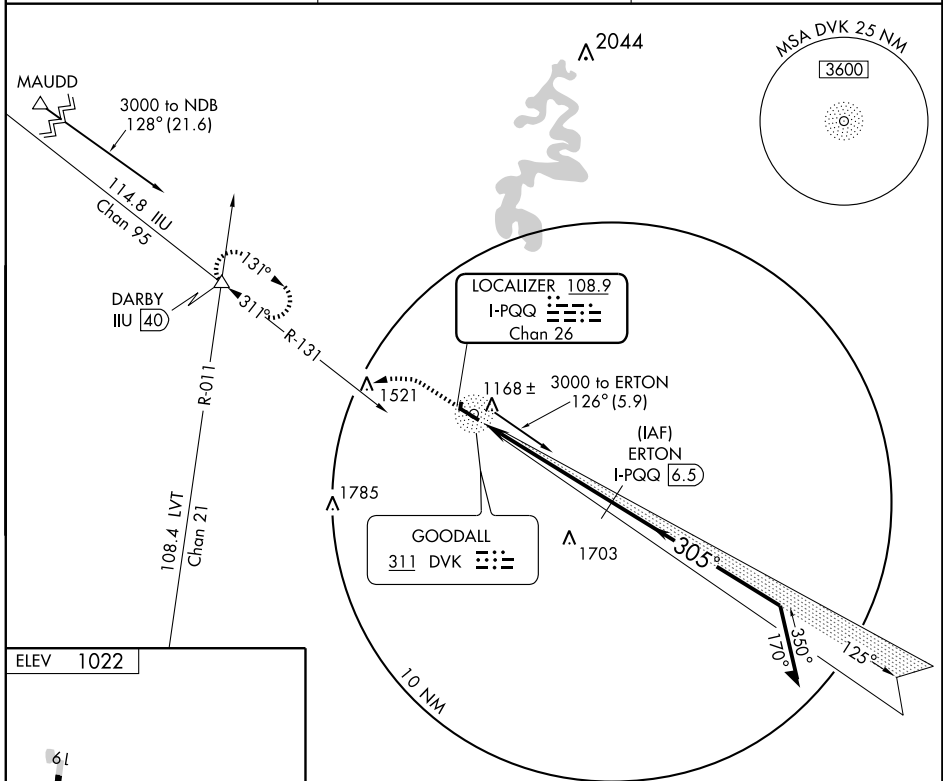
LOC/DME RWY 30

DANVILLE/ STUART POWELL FIELD (DVK)

T If local altimeter not received, use Lexington
A altimeter setting and increase all MDAs 80 feet.
NA ADF or RADAR Required.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and IIU R-131 to DARBY Int and hold.

| | | |
|--------------------------|--|---------------------------------|
| AWOS-3 128,325 | LEXINGTON APP CON 120.15 259.3 | UNICOM 122.8 (CTAF) 0 |
|--------------------------|--|---------------------------------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|
| S-30 | 1440-1 | 424 (500-1) | 1440-1¼ | 424 (500-1¼) |
| CIRCLING | 1480-1 458 (500-1) | 1560-1 538 (600-1) | 1560-1½ 538 (600-1½) | 1720-2¼ 698 (700-2¼) |

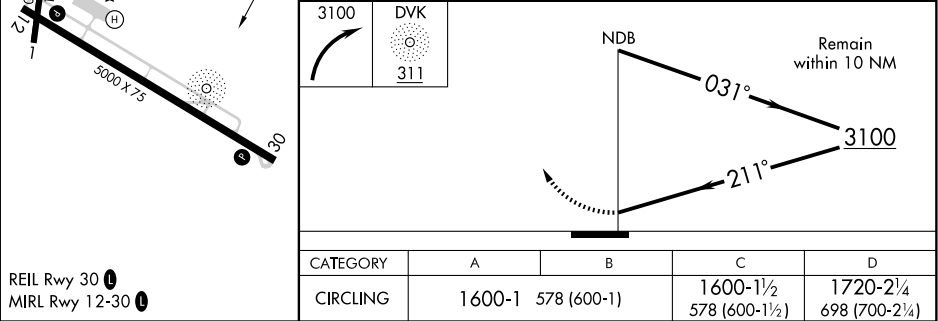
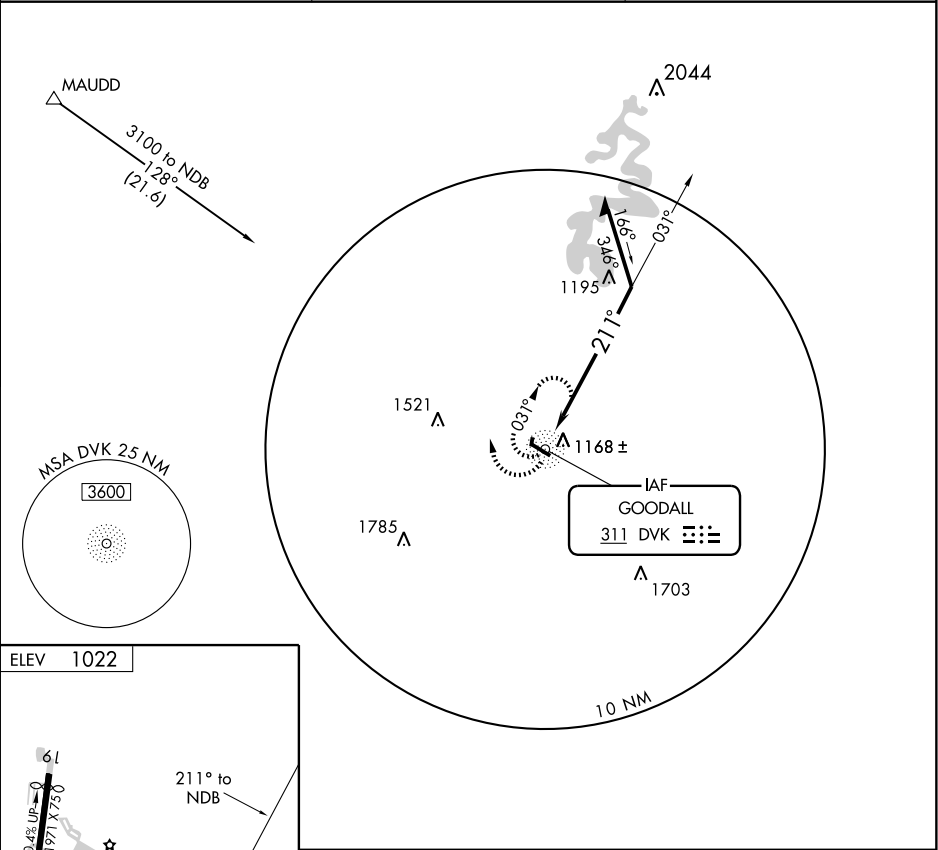
▼

▲ NA

When local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet and visibility Cats C and D ¼ mile.

MISSED APPROACH: Climbing right turn to 3100 in DVK NDB holding pattern.

| | | |
|--------------------------|--|---------------------------------|
| AWOS-3 128.325 | LEXINGTON APP CON 120.15 259.3 | UNICOM 122.8 (CTAF) 0 |
|--------------------------|--|---------------------------------|



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 93706 W12A | APP CRS 124° | Rwy Idg TDZE Apt Elev | 5000 1017 1022 |
|--|------------------------|-----------------------------|---|

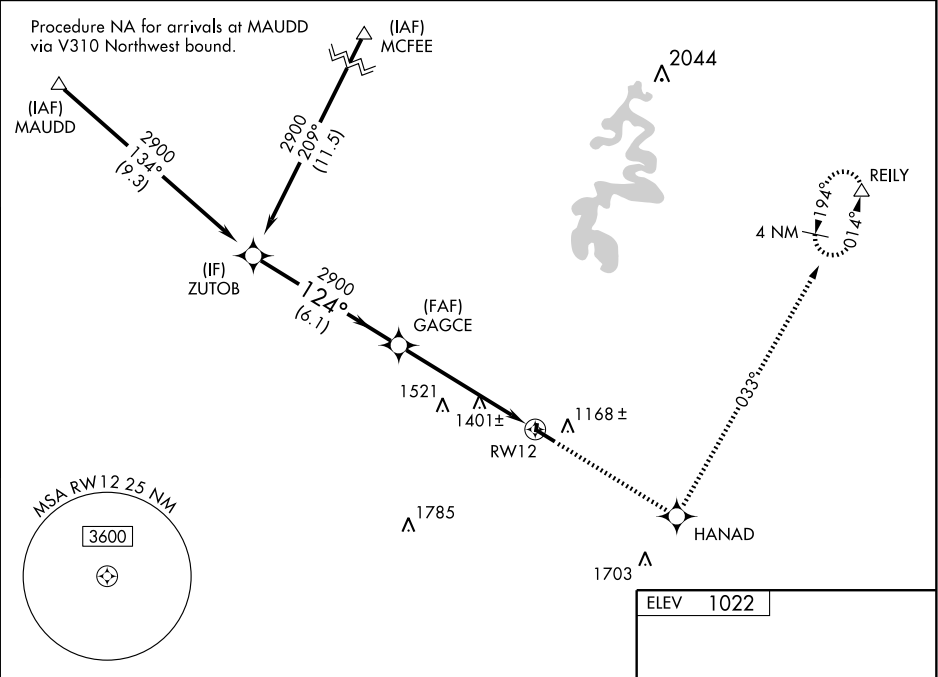
RNAV (GPS) RWY 12

DANVILLE/ STUART POWELL FIELD (DVK)

When local altimeter setting not received, use Lexington altimeter setting and increase all DAs/MDAs 80 feet, LPV all visibilities ¼ mile, LNAV/VNAV all visibilities ½ mile, LNAV Cats C/D and Circling Cats C/D ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). Baro-VNAV NA when using Lexington altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3800 direct HANAD and left turn via 033° track to REILY and hold.

| | | |
|--------------------------|--|---------------------------------|
| AWOS-3 128.325 | LEXINGTON APP CON 120.15 259.3 | UNICOM 122.8 (CTAF) 1 |
|--------------------------|--|---------------------------------|



Procedure Turn NA

GS 3.00° TCH 35

6.1 NM, 5.7 NM

3800 HANAD, 033° TRK, REILY

VGSI and RNAV glidepath not coincident.

TDZE 1017, 5000 x 75, 124° to RWY 12

| CATEGORY | A | B | C | D |
|--------------|--------------------|---|----------------------|----------------------|
| LPV DA | 1357-1¼ | | 340 (400-1¼) | |
| LNAV/VNAV DA | 1785-2¾ | | 768 (800-2¾) | |
| LNAV MDA | 1660-1 643 (700-1) | | 1660-1¾ 643 (700-1¾) | 1660-2 643 (700-2) |
| CIRCLING | 1660-1 638 (700-1) | | 1660-1¾ 638 (700-1¾) | 1720-2¼ 698 (700-2¼) |

REIL Rwy 30 1

MIRL Rwy 12-30 1

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 70506 W30A | APP CRS 305° | Rwy Idg TDZE Apt Elev | 5000 1016 1022 |
|--|------------------------|-----------------------------|---|

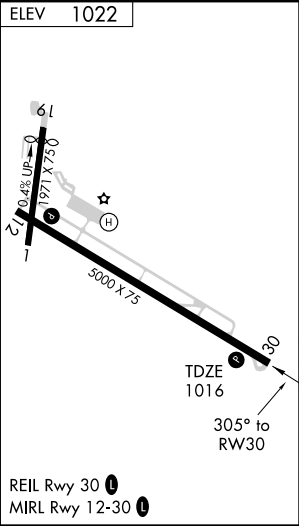
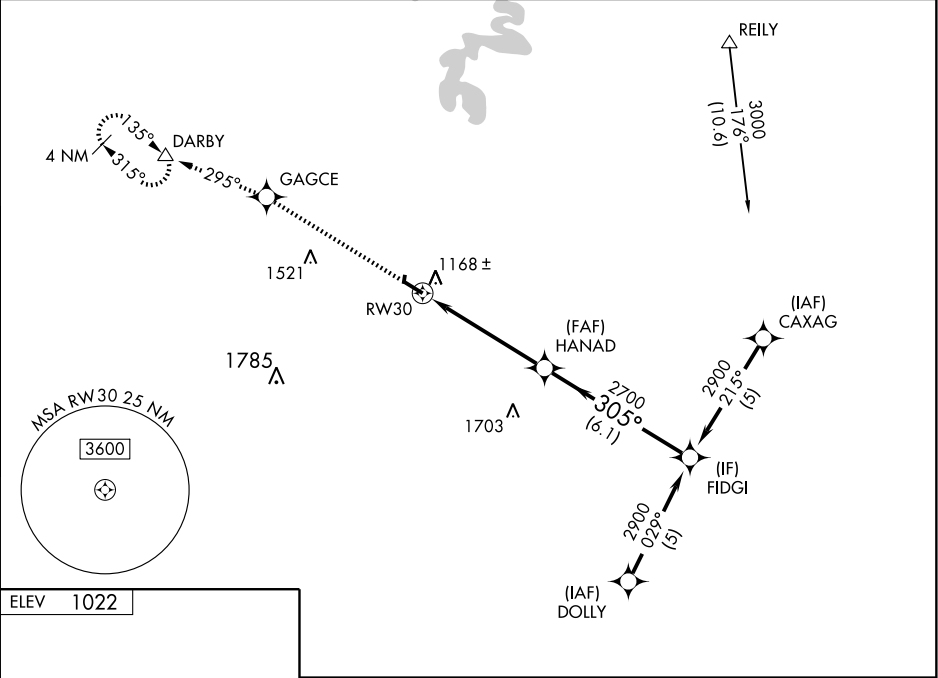
RNAV (GPS) RWY 30

DANVILLE/ STUART POWELL FIELD (DVK)

When local altimeter setting not received, use Lexington altimeter setting and increase all DAs/MDAs 80 feet, LPV all visibilities ¼ mile, LNAV/VNAV all visibilities ½ mile, LNAV Cat C/D and Circling Cat C/D ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). VDP and Baro-VNAV NA when using Lexington altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct GAGCE and via 295° track to DARBY and hold.

| | | |
|--------------------------|--|---------------------------------|
| AWOS-3 128.325 | LEXINGTON APP CON 120.15 259.3 | UNICOM 122.8 (CTAF) 1 |
|--------------------------|--|---------------------------------|



| | | | | |
|---|--------------------|--------------------|----------------------|----------------------|
| 3000 | GAGCE | TRK 295° | DARBY | Procedure Turn NA |
| <p>*LNAV only.</p> <p>*1.2 NM to RW30</p> <p>HANAD</p> <p>2900</p> <p>305°</p> <p>2700</p> <p>GS 3.00° TCH 30</p> | | | | |
| CATEGORY | A | B | C | D |
| LPV DA | 1282-1 | | 266 (300-1) | |
| LNAV/VNAV DA | 1439-1½ | | 423 (500-1½) | |
| LNAV MDA | 1440-1 424 (500-1) | | 1440-1¼ 424 (500-1¼) | |
| CIRCLING | 1480-1 458 (500-1) | 1560-1 538 (600-1) | 1560-1½ 538 (600-1½) | 1720-2¼ 698 (700-2¼) |

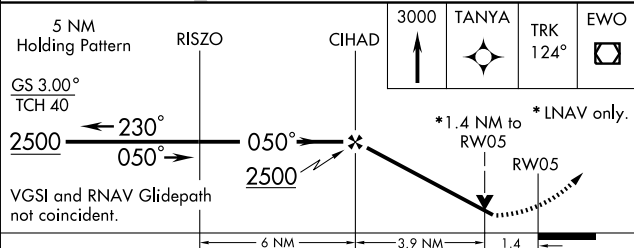
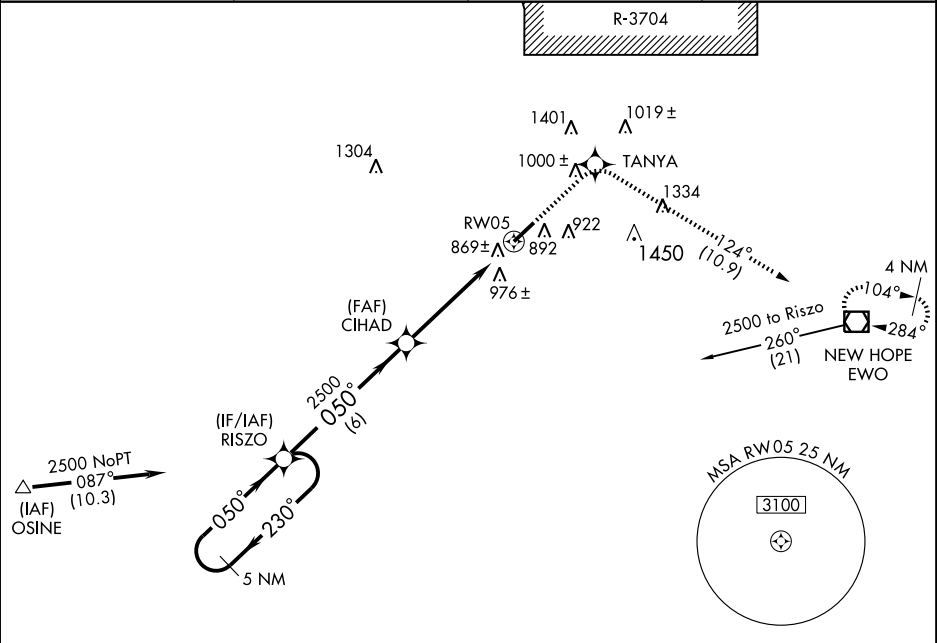
| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 77700 W05A | APP CRS 050° | Rwy Idg TDZE Apt Elev | 6001 764 775 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 5

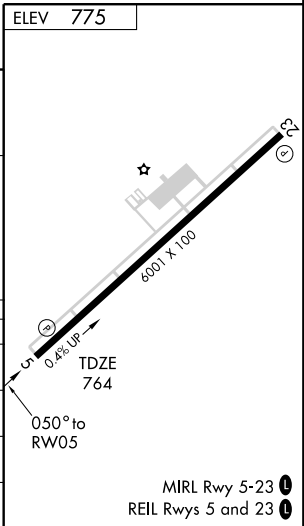
ELIZABETHTOWN/ADDINGTON FIELD (EKKX)

| | |
|---|--|
| <p>▼ DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). ▲ NA If local altimeter setting not received, use Louisville Intl altimeter setting and increase all DAs/MDAs 120 feet. VDP and Baro-VNAV NA when using Louisville Intl altimeter setting.</p> | <p>MISSED APPROACH: Climb to 3000 direct TANYA and via 124° track to EWO VOR/DME and hold.</p> |
|---|--|

| | | | |
|--------------------------|--|---------------------------|---------------------------------|
| AWOS-3 121.025 | LOUISVILLE APP CON 132.075 327.0 | CLNC DEL 119.45 | UNICOM 122.8 (CTAF) 0 |
|--------------------------|--|---------------------------|---------------------------------|



| CATEGORY | A | B | C | D |
|---------------|----------------------|---|----------------------|----------------------|
| LPV DA | 1133-1¼ 369 (400-1¼) | | | |
| RNAV/ VNAV DA | 1257-1¾ 493 (500-1¾) | | | |
| RNAV MDA | 1220-1 456 (500-1) | | 1220-1¼ 456 (500-1¼) | 1220-1½ 456 (500-1½) |
| CIRCLING | 1260-1¾ 485 (500-1¾) | | 1360-2 585 (600-2) | |



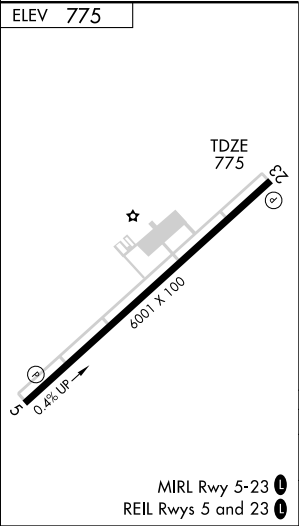
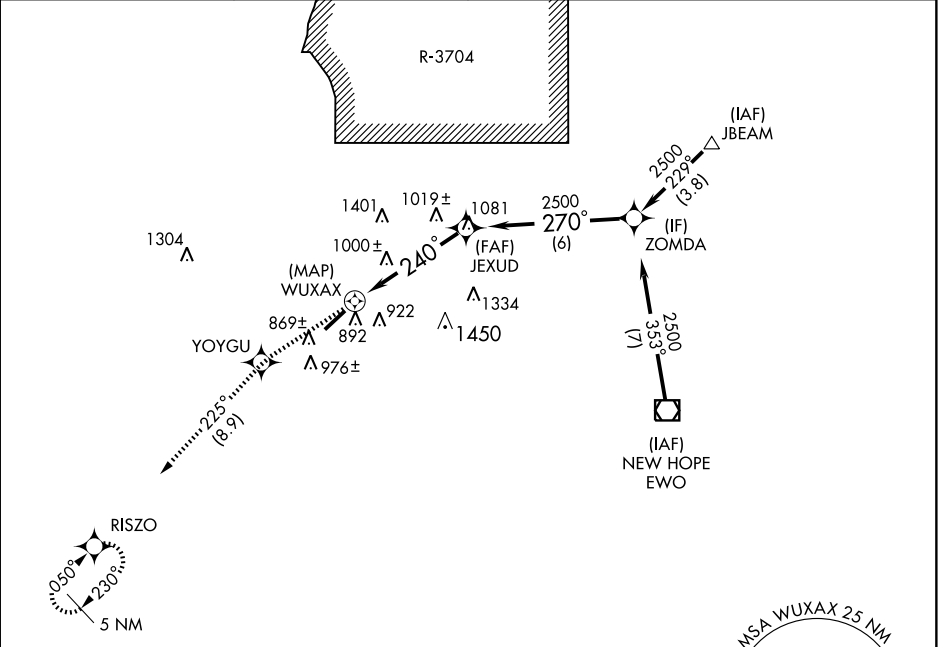
| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 6001 |
| 240° | TDZE | 775 |
| | Apt Elev | 775 |

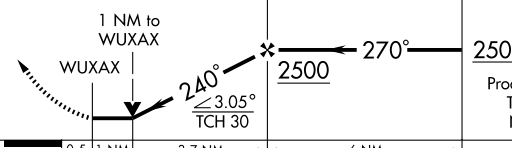
RNAV (GPS) RWY 23

ELIZABETHTOWN/ADDINGTON FIELD (EKX)

| |
|---|
| <div><div><div></div><div>NA</div></div><div>DME/DME RNP-0.3 NA. If local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 120 feet. VDP NA when using Louisville Intl altimeter setting.</div></div> <div>MISSED APPROACH: Climb to 3000 direct YOYGU and via 225° track to RISZO and hold.</div> |
|---|

| | | | |
|-------------------|-------------------------------------|--------------------|--------------------------|
| AWOS-3 121.025 | LOUISVILLE APP CON 132.075 327.0 | CLNC DEL 119.45 | UNICOM 122.8 (CTAF) 0 |
|-------------------|-------------------------------------|--------------------|--------------------------|



| | | | | | |
|---|--------------------|------------------|-------------------------|-----------------------|-------|
| 3000 ↑ | YOYGU ✧ | TRK 225° ✧ | RISZO ✧ | JEXUD | ZOMDA |
|  | | | | | |
| CATEGORY | A | | B | C | D |
| LNNAV MDA | 1280-1 505 (600-1) | | 1280-1½ 505 (600-1½) | | |
| CIRCLING | 1280-1 505 (600-1) | | 1280-1½ 505 (600-1½) | 1360-2 585 (600-2) | |

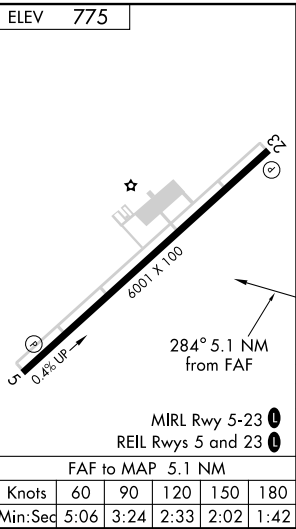
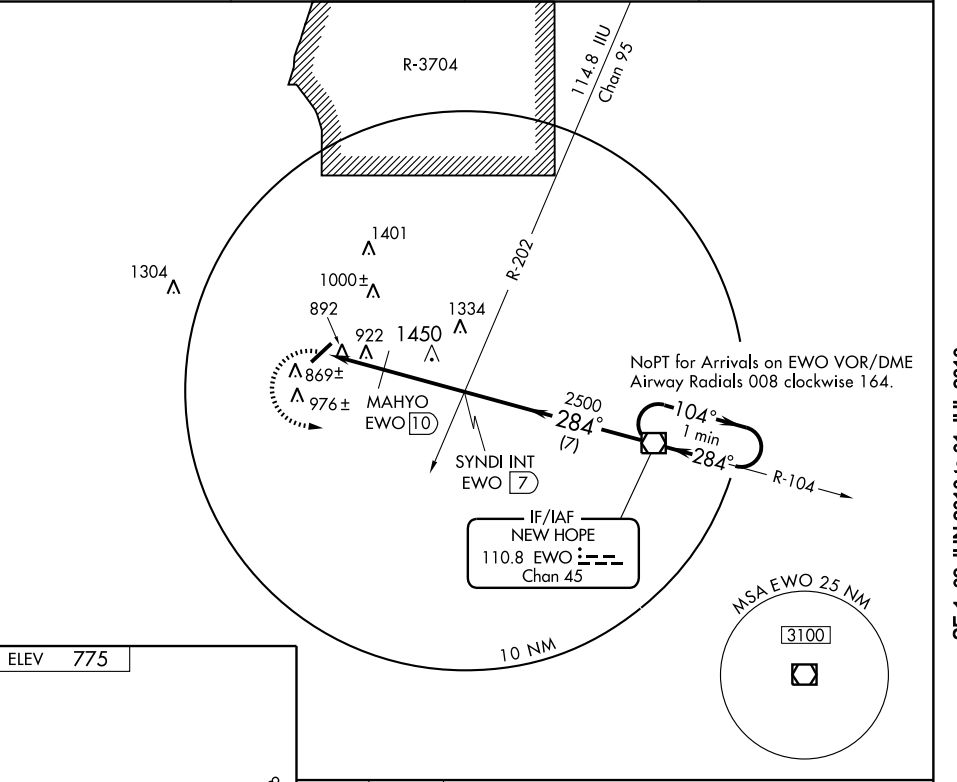
▼

NA

If local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 2500 direct to EWO VOR/DME and hold.

| | | | |
|-------------------|-------------------------------------|--------------------|--------------------------|
| AWOS-3 121.025 | LOUISVILLE APP CON 132.075 327.0 | CLNC DEL 119.45 | UNICOM 122.8 (CTAF) 0 |
|-------------------|-------------------------------------|--------------------|--------------------------|



| | | | | |
|--------------------|-----------------------|--------------------|-----------------------|----------------------------|
| 2500 | EWO | SYNDI INT EWO (7) | VOR/DME | One Minute Holding Pattern |
| 110.8 | MAHYO EWO (10) | 2500 | 284° | 104° |
| EWO (12.1) | 1700* | 2500 | 284° | 2500 |
| 2.1 NM | 3 NM | 7 NM | | |
| | | | | |
| CATEGORY | A | B | C | D |
| CIRCLING | 1700-1¼ 925 (1000-1¼) | | 1700-2¾ 925 (1000-2¾) | 1700-3 925 (1000-3) |
| MAHYO FIX MINIMUMS | | | | |
| CIRCLING | 1220-1 445 (500-1) | 1260-1 485 (500-1) | 1260-1½ 485 (500-1½) | 1360-2 585 (600-2) |

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH1): From over COLNS INT via HNN R-090 to HNN VORTAC, then via HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH1): From over HNN VORTAC via HNN R-254 to BRUSH. Thence. . . .

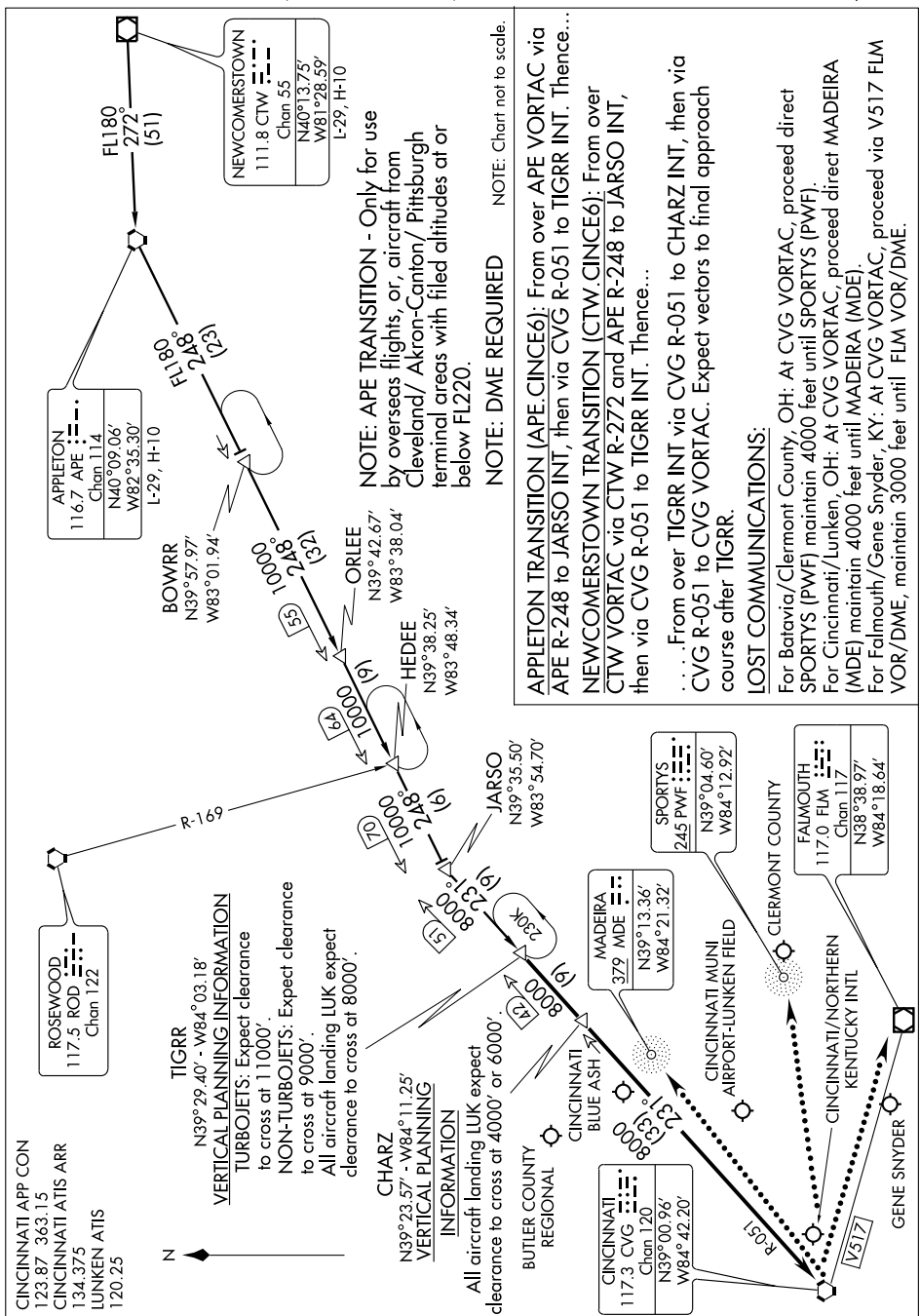
. . . .From over BRUSH via CVG R-127 to GAVNN, then via CVG R-127 to TAPIE, then via CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

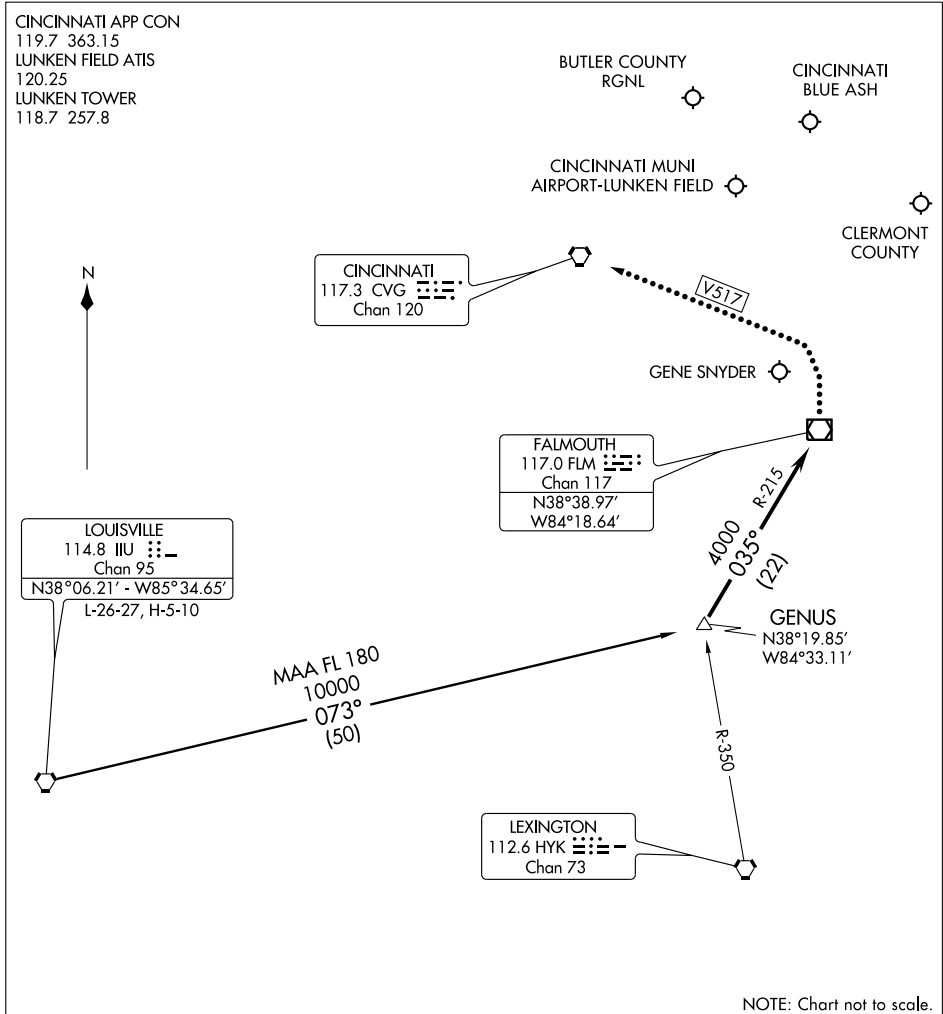
LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.





ARRIVAL ROUTE DESCRIPTION

LOUISVILLE TRANSITION (IIU.GENUS1): From over IIU VORTAC via IIU R-073 to GENUS INT. Thence

. . . . From over GENUS INT via FLM R-215 (MEA 4000) to FLM VOR/DME. Expect radar vectors to final approach course after FLM VOR/DME.

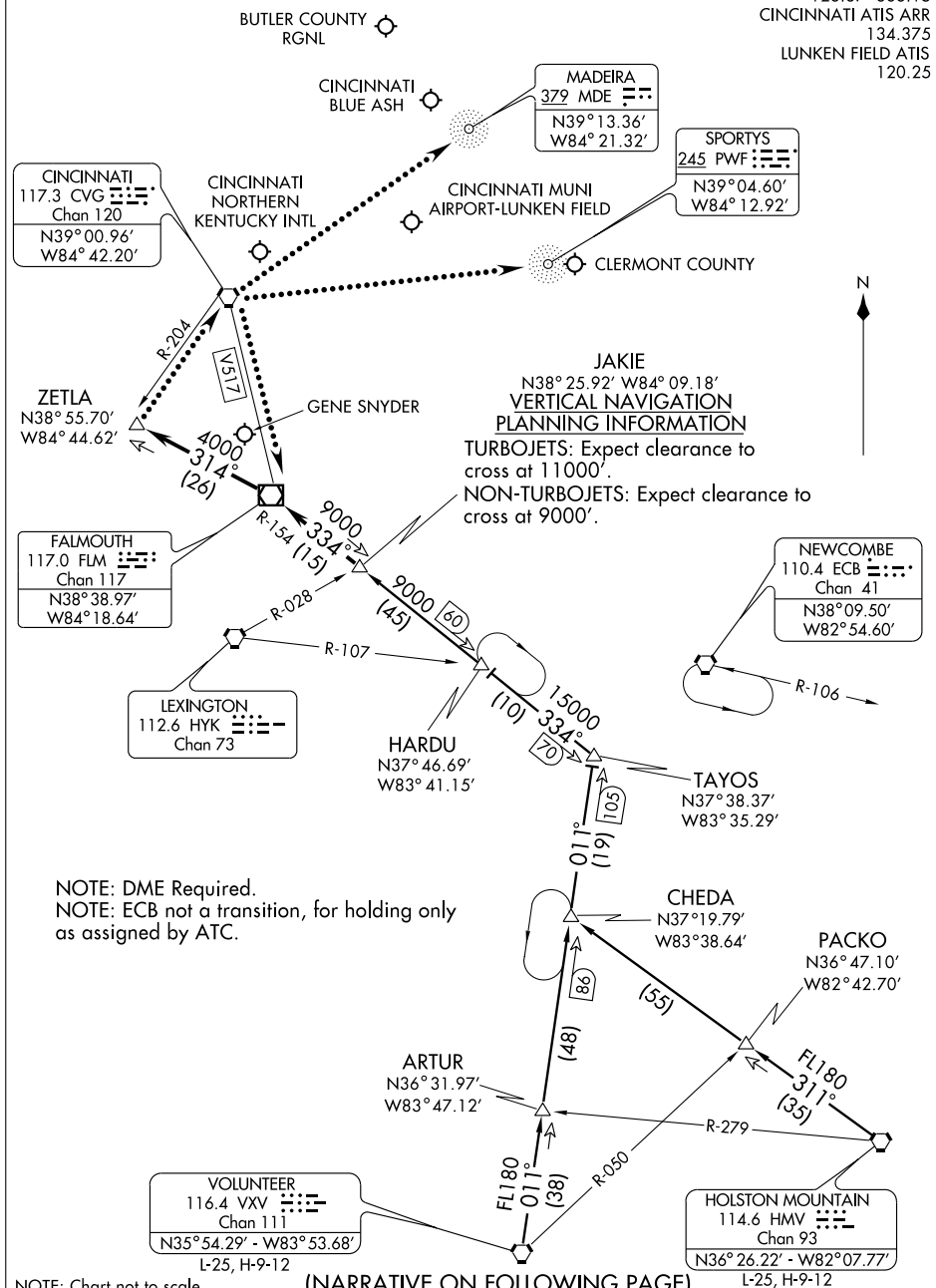
LOST COMMUNICATIONS

BUTLER COUNTY RGNL: In the event of lost communications, at FLM VOR/DME proceed V517 to CVG VORTAC. Maintain 3000 MSL until CVG VORTAC.

HARDU TWO ARRIVAL (JAKIE.HARDU2)

CINCINNATI, OHIO

CINCINNATI APP CON
123.87 363.15
CINCINNATI ATIS ARR
134.375
LUNKEN FIELD ATIS
120.25



ARRIVAL DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU2): From over HMV VORTAC via HMV R-311 and VXV R-011 to TAYOS INT, then via FLM R-154 to JAKIE INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.HARDU2): From over VXV VORTAC via VXV R-011 and FLM R-154 to JAKIE INT. Thence. . . .

. . . .From over JAKIE INT via FLM R-154 to FLM VOR/DME, then via FLM R-314 to ZETLA INT. Expect vectors to final approach course after JAKIE INT.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At ZETLA INT, proceed direct to CVG VORTAC then direct SPORTYS (PWF). Maintain 4000 feet until SPORTYS (PWF).

For Butler County Rgnl, OH: At ZETLA INT, proceed direct to CVG VORTAC. Maintain 3000 feet until CVG VORTAC.

For Cincinnati/Blue Ash, OH: At ZETLA INT, proceed direct CVG VORTAC, then V517 FLM VOR/DME. Maintain 4000 feet until FLM VOR/DME.

For Cincinnati/Lunken, OH: At ZETLA INT, proceed direct CVG VORTAC then direct MADEIRA (MDE). Maintain 4000 until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At ZETLA INT, proceed direct CVG VORTAC then via V517 FLM VOR/DME. Maintain 3000 feet until FLM VOR/DME.

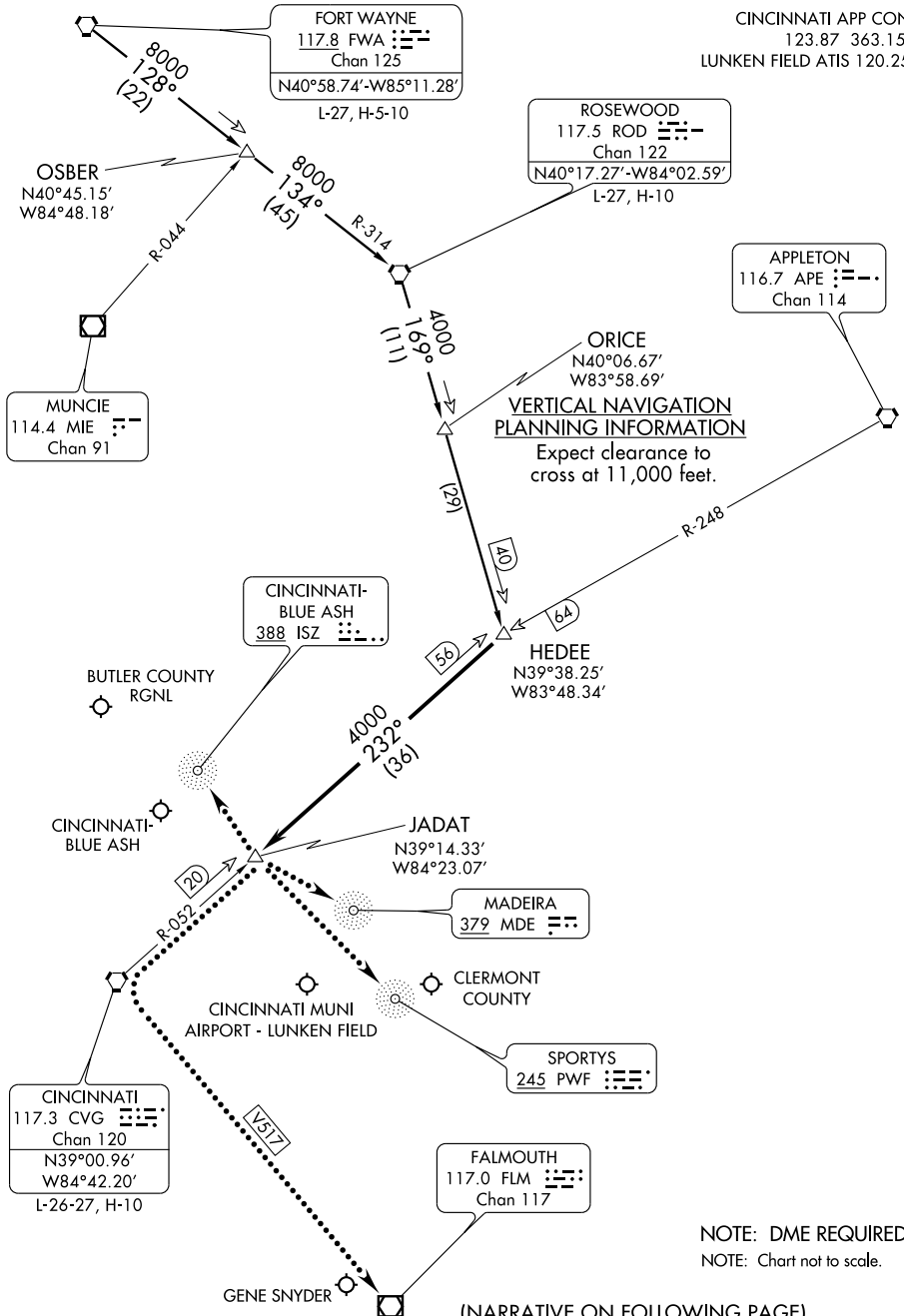
HEDEE TWO ARRIVAL

CINCINNATI, OHIO

CINCINNATI APP CON

123.87 363.15

LUNKEN FIELD ATIS 120.25



ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE2): From over FWA VORTAC via FWA R-128 to OSBER/FWA 22 DME, then via ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.HEDEE2): From over ROD VORTAC via ROD R-169 to HEDEE INT. Thence. . . .

. . . .From over HEDEE INT via CVG R-052 (MEA 4,000) to JADAT/CVG 20 DME, expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE

In the event of lost communications for:

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, proceed direct MADEIRA (MDE) maintain 4,000 feet until MADEIRA (MDE).

CINCINNATI BLUE ASH - At JADAT, proceed direct BLUE ASH (ISZ), maintain 4,000 feet until BLUE ASH (ISZ).

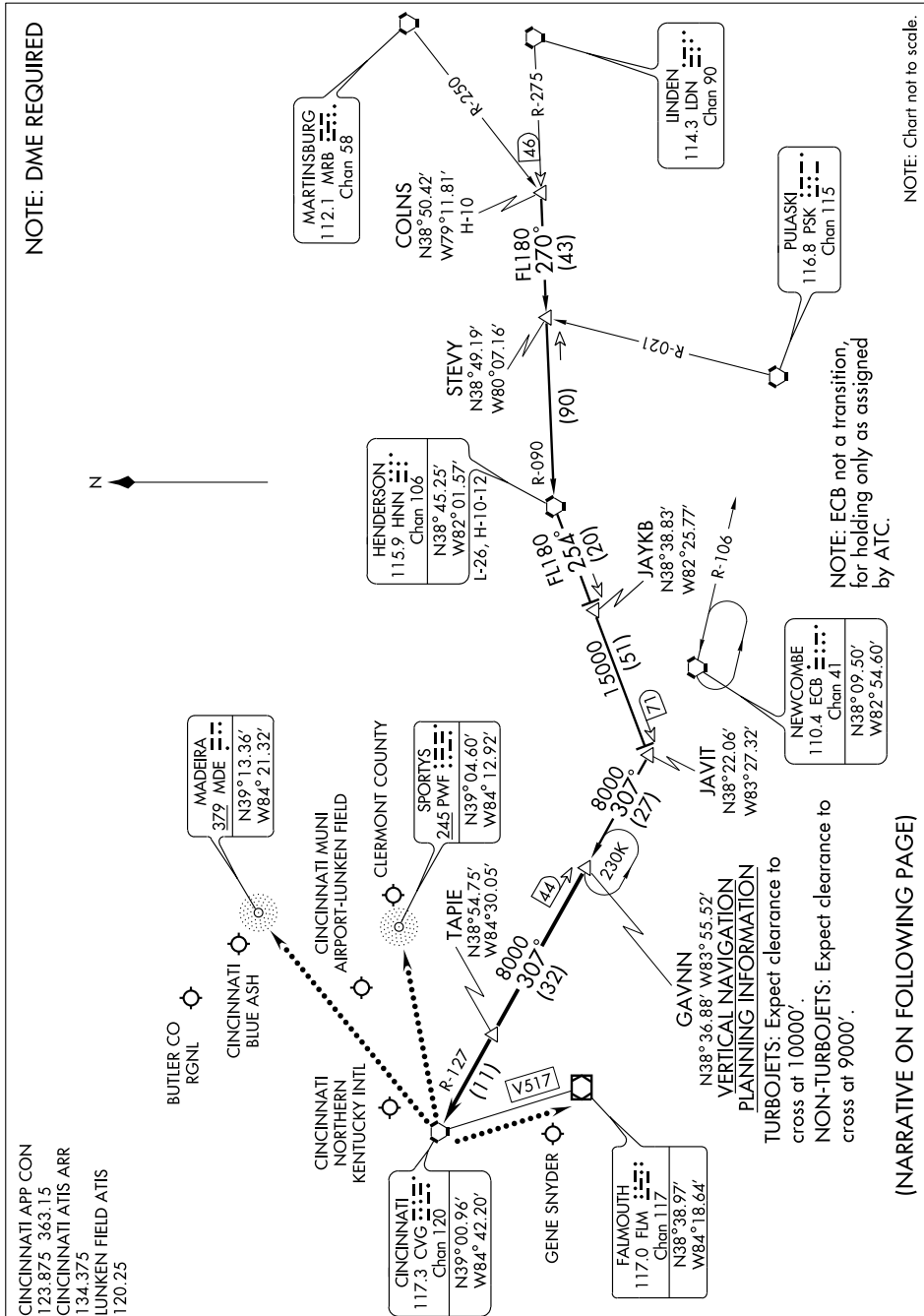
CLERMONT COUNTY - At JADAT, proceed direct SPORTYS (PWF), maintain 4,000 feet until SPORTYS (PWF).

GENE SNYDER - At JADAT, proceed direct CVG VORTAC then via V517 to FLM VOR/DME, maintain 4,000 feet until FLM VOR/DME.

JAVIT TWO ARRIVAL (GAVNN.JAVIT2)

CINCINNATI, OHIO

NOTE: DME REQUIRED



(NARRATIVE ON FOLLOWING PAGE)

JAVIT TWO ARRIVAL (GAVNN.JAVIT2)

CINCINNATI, OHIO

ARRIVAL DESCRIPTION

COLNS TRANSITION (COLNS.JAVIT2): From over COLNS INT via HNN R-090 to HNN VORTAC then via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence...

HENDERSON TRANSITION (HNN.JAVIT2): From over HNN VORTAC via HNN R-254 to JAVIT INT, then via CVG R-127 to GAVNN INT. Thence. . . .

. . . .From over GAVNN INT via CVG R-127 to TAPIE , then via CVG R-127 to CVG VORTAC.

Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS:

For Batavia/Clermont County, OH: At CVG VORTAC, proceed direct SPORTYS (PWF) maintain 4000 feet until SPORTYS (PWF).

For Cincinnati/Lunken, OH: At CVG VORTAC, proceed direct MADEIRA (MDE) maintain 4000 feet until MADEIRA (MDE).

For Falmouth/Gene Snyder, KY: At CVG VORTAC, proceed via V517 FLM VOR/DME, maintain 3000 feet until FLM VOR/DME.

AL-6864 (FAA)

VOR or GPS-A
FALMOUTH/GENE SNYDER (K62)

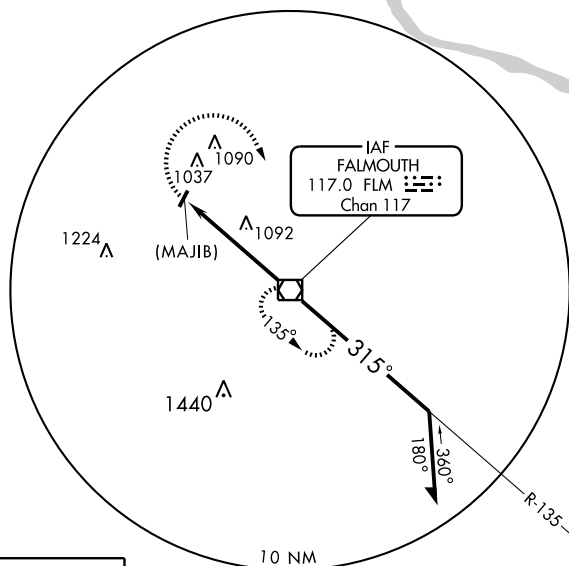
MISSED APPROACH: Climbing right turn to 2500 direct FLM VOR/DME and hold.

AWOS-3
123.825

CINCINNATI APP CON
121.0 257.725

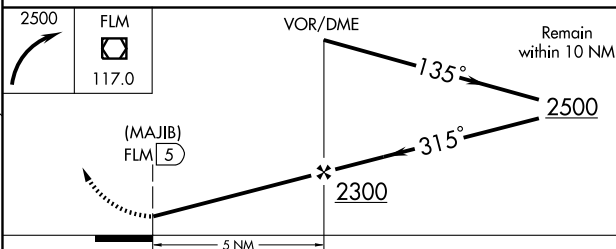
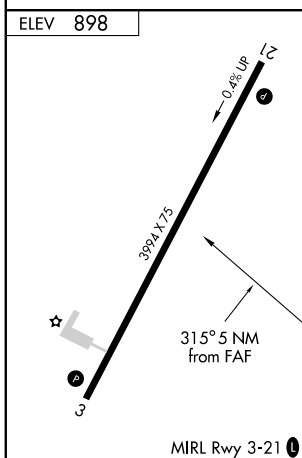
UNICOM
122.7 (CTAF)

122.9 L



MSA FLM 25 NM

2800



| FAF to MAP 5 NM | | | | | | CATEGORY | A | B | C | D |
|-----------------|------|------|------|------|------|----------|--------|-------------|--|-----------------------|
| Knots | 60 | 90 | 120 | 150 | 180 | CIRCLING | 1500-1 | 602 (700-1) | 1500-1 ³ / ₄ 602 (700-1 ³ / ₄) | 1500-2 602 (700-2) |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 | | | | | |

SE-1. 03 JUN 2010 to 01 JUL 2010

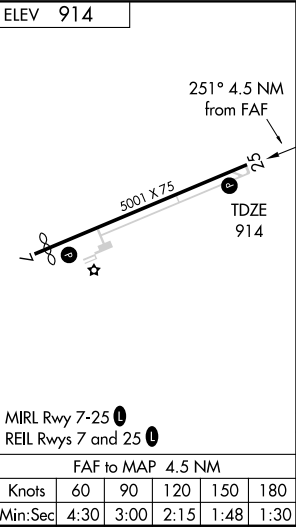
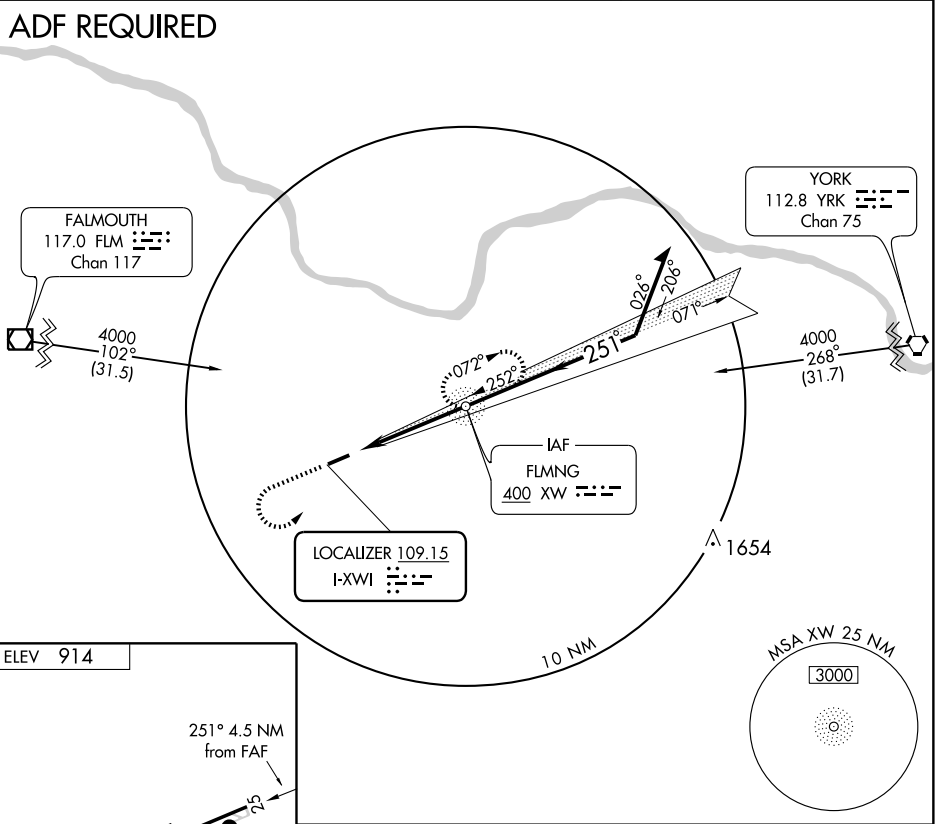
| | | | |
|-----------|---------|----------|------|
| LOC I-XW1 | APP CRS | Rwy Idg | 5001 |
| 109.15 | 251° | TDZE | 914 |
| | | Apt Elev | 914 |

LOC RWY 25
FLEMINGSBURG/FLEMING-MASON (FGX)

NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct XW NDB and hold.

| | | |
|-------------------|--|---------------------------------|
| AWOS-3 118.125 | INDIANAPOLIS CENTER 124.225 360.725 | UNICOM 123.0 (CTAF) 0 |
|-------------------|--|---------------------------------|



| 2000 | | 3000 | XW 400 | NDB | | 071° | 251° | 3000 | Remain within 10 NM |
|----------|-------------|-------------|--------------|--------------|--|------|------|------|--|
| ↑ | | ↙ | | 3.65° | | 2700 | | | VGSI and descent angle not coincident. |
| | | | | TCH 40 | | | | | |
| | | | | 4.5 NM | | | | | |
| CATEGORY | A | B | C | D | | | | | |
| S-25 | 1320-1 | 406 (500-1) | 1320-1¼ | 406 (500-1¼) | | | | | |
| CIRCLING | 1360-1 | 1380-1 | 1380-1½ | 1480-2 | | | | | |
| | 446 (500-1) | 466 (500-1) | 466 (500-1½) | 566 (600-2) | | | | | |

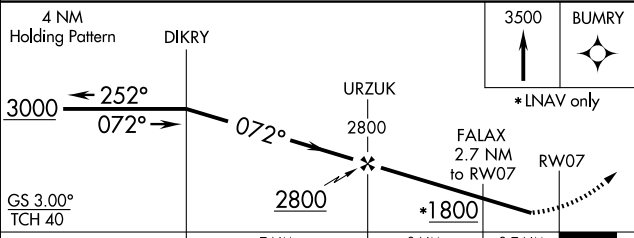
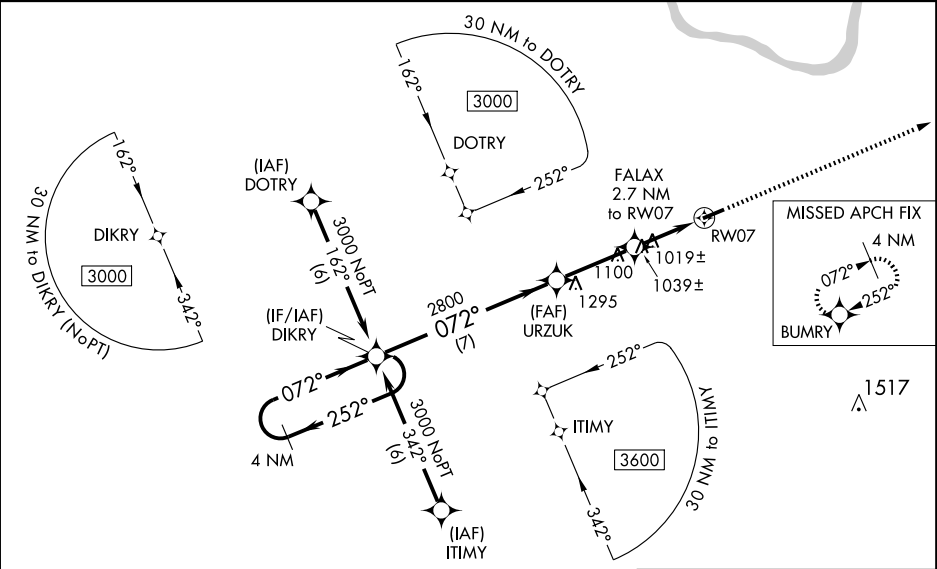
| | | | |
|----------|---------|----------|------|
| WAAS | APP CRS | Rwy Idg | 4702 |
| CH 56312 | 072° | TDZE | 913 |
| W07A | | Apt Elev | 913 |

RNAV (GPS) RWY 7
FLEMINGSBURG/ FLEMING-MASON (F'GX)

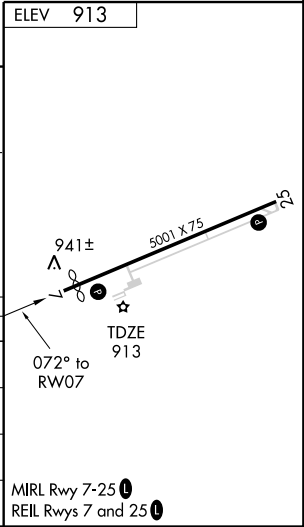
Baro-VNAV NA when using Lexington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290, LNAV/VNAV DA to 1383 feet. Increase LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile. Increase all MDA 140 feet. Increase LNAV Cat C visibility ¼ mile, Cat D ½ mile. Increase Circling Cats C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 3500 direct
BUMRY and hold.

| | | |
|-------------------|--|--------------------------|
| AWOS-3 118.125 | INDIANAPOLIS CENTER 124.225 360.725 | UNICOM 123.0 (CTAF) 0 |
|-------------------|--|--------------------------|



| CATEGORY | A | B | C | D |
|--------------|-----------------------|-----------------------|-------------------------|-----------------------|
| LPV DA | 1163-1 | 250 (300-1) | | |
| LNAV/VNAV DA | 1256-1¼ | 343 (400-1¼) | | |
| LNAV MDA | 1320-1 | 407 (500-1) | 1320-1¼ | 407 (500-1¼) |
| CIRCLING | 1360-1 447 (500-1) | 1380-1 467 (500-1) | 1380-1½ 467 (500-1½) | 1480-2 567 (600-2) |



MIRL Rwy 7-25 0
REIL Rws 7 and 25 0

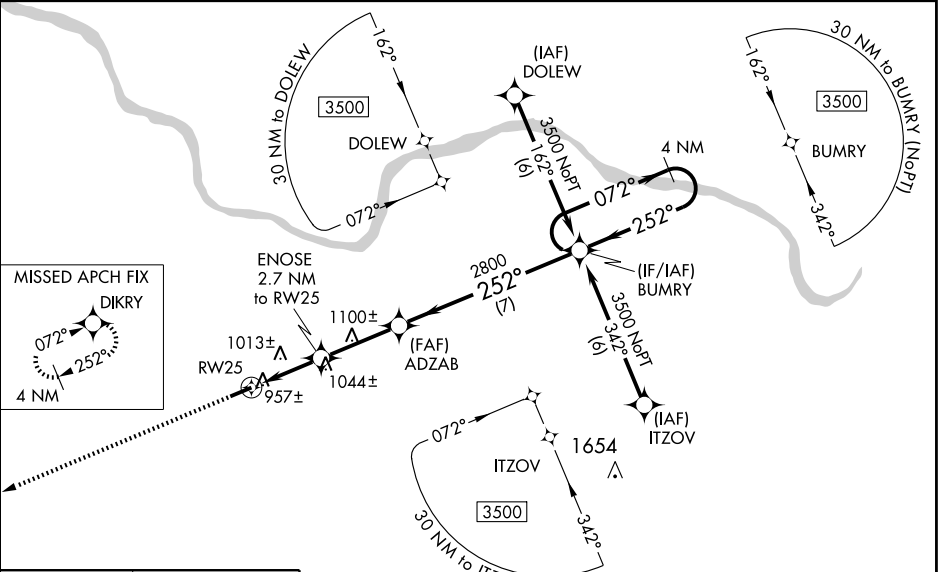
| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 69212 W25A | APP CRS 252° | Rwy Idg TDZE Apt Elev | 5001 913 913 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 25
FLEMINGSBURG/ FLEMING-MASON (F/GX)

Baro-VNAV NA when using Lexington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290, LNAV/VNAV DA to 1344 feet. Increase LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile. Increase all MDA 140 feet. Increase LNAV Cat C visibility ½ mile, Cat D ¼ mile. Increase Circling Cats C/D visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct
DIKRY and hold.

| | | |
|--------------------------|---|---------------------------------|
| AWOS-3 118.125 | INDIANAPOLIS CENTER 124.225 360.725 | UNICOM 123.0 (CTAF) 0 |
|--------------------------|---|---------------------------------|



ELEV **913**

252° to RW25

5001 X.75

TDZE **913**

MIRL Rwy 7-25 0

REIL Rwy 7 and 25 0

| | | | | | | |
|--|--------------------|----------------------------------|----------------------|--|--|--|
| <div>3000</div> <div>DIKRY</div> | | | | | <div>4 NM</div> <div>Holding Pattern</div> | |
| <div>*LNAV only</div> | | | | | | |
| <div>RW25</div> <div>ENOSE 2.7 NM to RW25</div> <div>*1800</div> | | <div>ADZAB</div> <div>2800</div> | | <div>BUMRY</div> <div>072° → 3500</div> <div>← 252°</div> <div>GS 3.00° TCH 40</div> | | |
| <div>2.7 NM</div> | | <div>3 NM</div> | | <div>7 NM</div> | | |
| CATEGORY | A | B | C | D | | |
| LPV DA | 1163-1 250 (300-1) | | | | | |
| LNAV/VNAV DA | 1217-1 304 (400-1) | | | | | |
| LNAV MDA | 1280-1 367 (400-1) | | | | 1280-1¼ 367 (400-1¼) | |
| CIRCLING | 1360-1 447 (500-1) | 1380-1 467 (500-1) | 1380-1½ 467 (500-1½) | 1480-2 567 (600-2) | | |

| | | | |
|--|------------------------|-----------------------------|--|
| VOR/DME FLM 117.0 Chan 117 | APP CRS 107° | Rwy Idg TDZE Apt Elev | N/A N/A 913 |
|--|------------------------|-----------------------------|--|

VOR/DME-A

FLEMINGSBURG/FLEMING-MASON (FGX)

When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 140 feet.

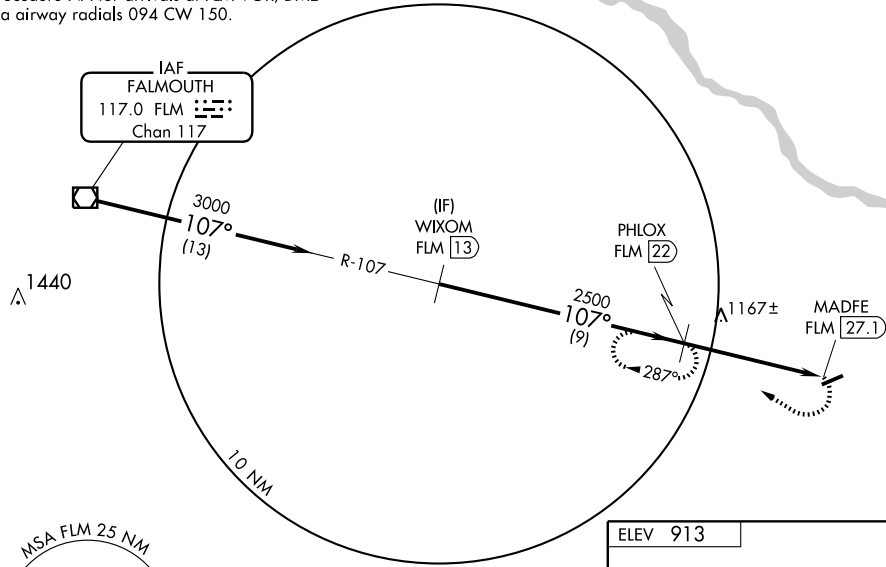
MISSED APPROACH: Climbing right turn to 2500 via heading 340° and FLM VOR/DME R-107 to PHLOX/FLM 22 DME and hold.

AWOS-3
118.125

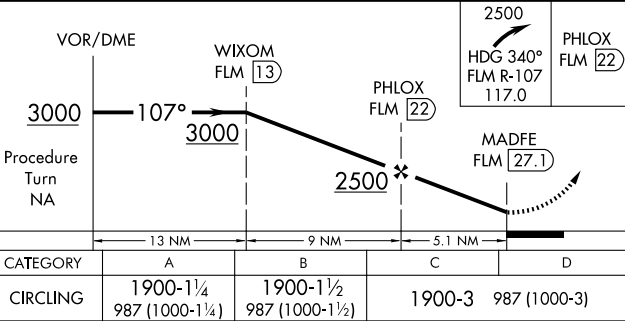
INDIANAPOLIS CENTER
124.225 360.725

UNICOM
123.0 (CTAF)

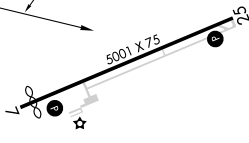
Procedure NA for arrivals at FLM VOR/DME via airway radials 094 CW 150.



ELEV 913



107° 5.1 NM from FAF



MIRL Rwy 7-25
REIL Rwy 7 and 25

AIRPORT DIAGRAM

AFD-679 [USA]

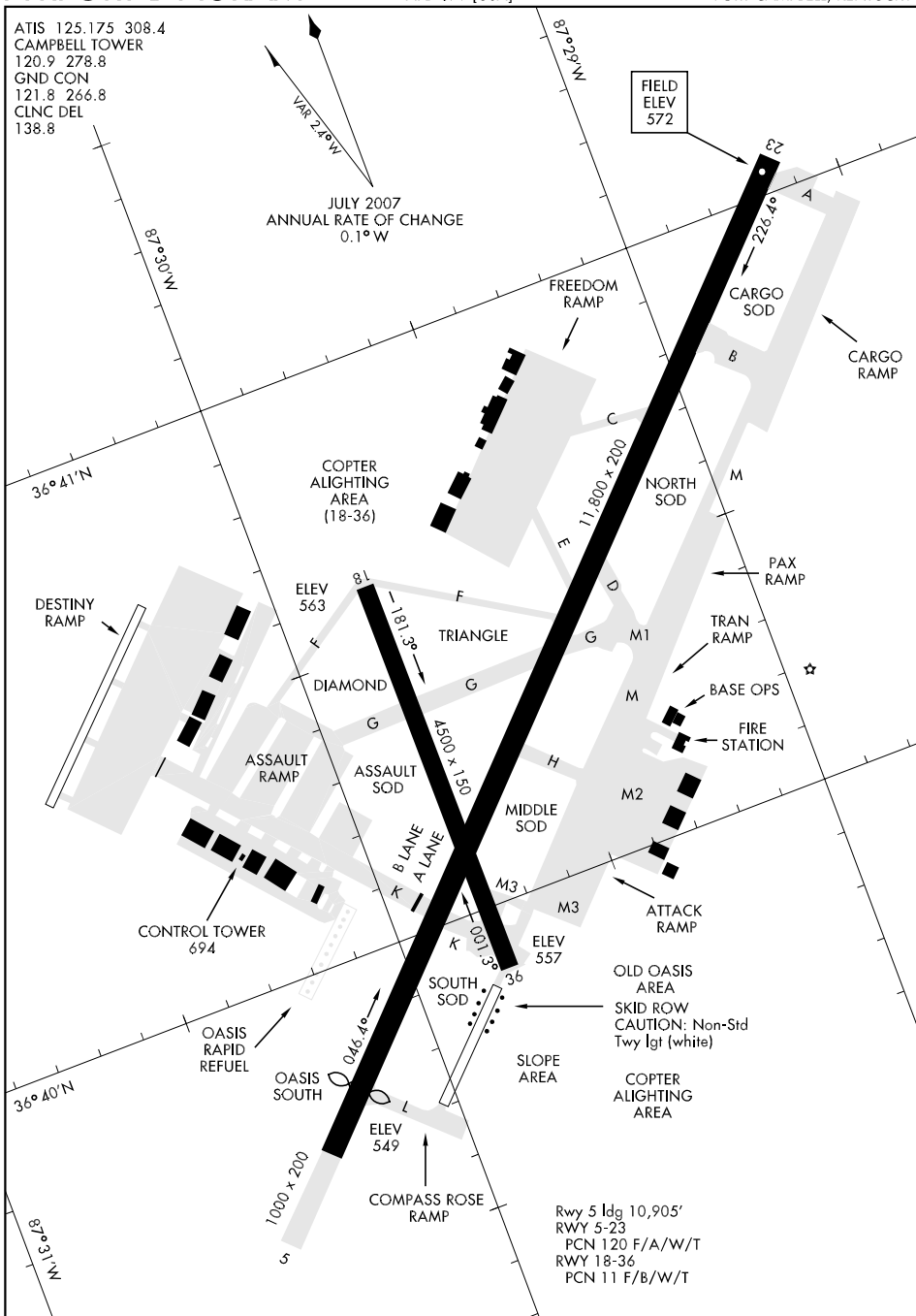
FORT CAMPBELL, KENTUCKY

ATIS 125.175 308.4
CAMPBELL TOWER
120.9 278.8
GND CON
121.8 266.8
CLNC DEL
138.8

JULY 2007
ANNUAL RATE OF CHANGE
0.1° W

FIELD
ELEV
572

SE-1.03 JUN 2010 to 01 JUL 2010



AIRPORT DIAGRAM

WGS-84 DATUM

FORT CAMPBELL, KENTUCKY

| | | |
|-------------------------------|------------------|---|
| LOC I-FKP 111.9 Chan 56 | APCH CRS 225° | Rwy Idg 11,800 TDZE 572 Arpt Elev 572 |
|-------------------------------|------------------|---|

AL-679 [USA]

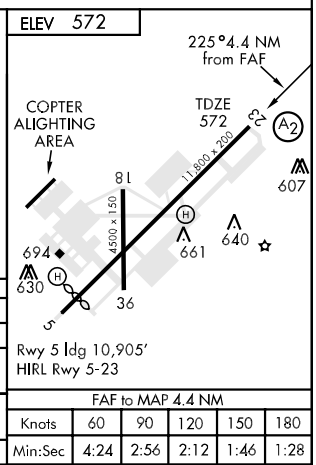
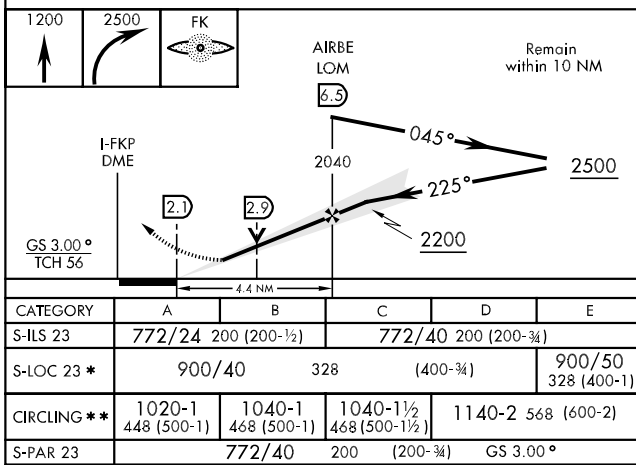
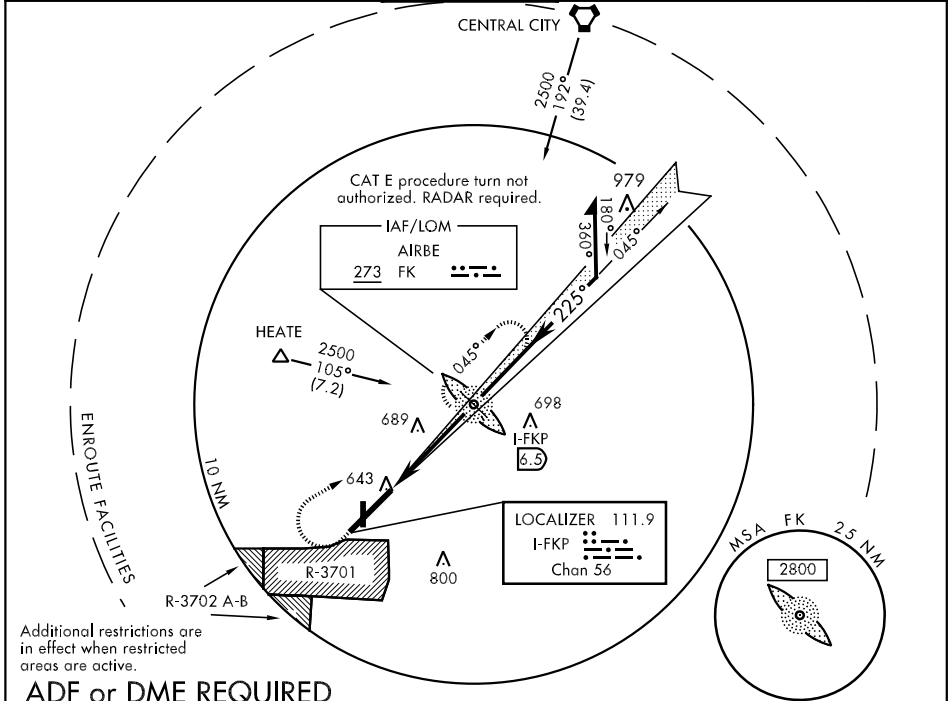
CAMPBELL AAF (KHOP)

▼ *When ALS inop, increase CAT E RVR to 60 and vis to 1 1/4 miles.
**Circling not authorized SE Rwy 5-23.



MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct to AIRBE LOM/I-FKP 6.5 DME and hold, continue climb in hold to 2500.

| | | | | | |
|-----------------------|-----------------------------------|-------------------------------|------------------------|-------------------|---------|
| ATIS 125.175 308.4 | CAMPBELL APP CON 118.1 269.525 | CAMPBELL TOWER 120.9 278.8 | GND CON 121.8 266.8 | CLNC DEL 138.8 | ASR/PAR |
|-----------------------|-----------------------------------|-------------------------------|------------------------|-------------------|---------|



| | | |
|----------------------|-------------------------|---|
| NDB FK 273 | APCH CRS 225° | Rwy Idg TDZE Arpt Elev 11,800 572 |
|----------------------|-------------------------|---|

AL-679 [USA]

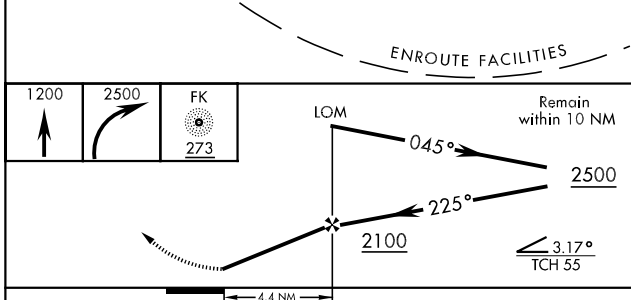
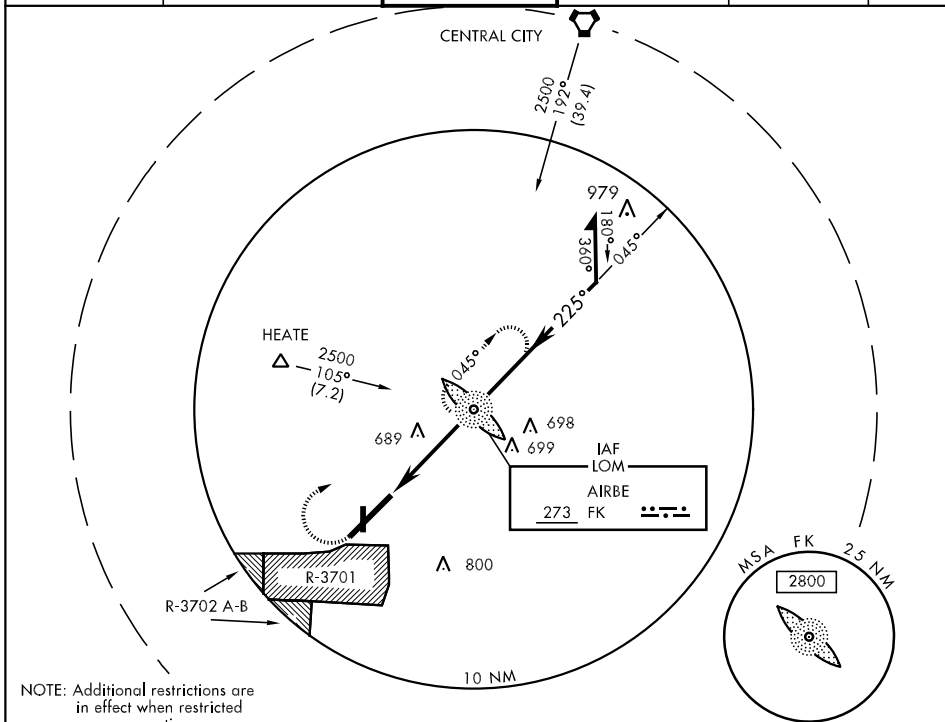
CAMPBELL AAF (KHOP)

▼ * Circling not authorized SE Rwy 5-23.

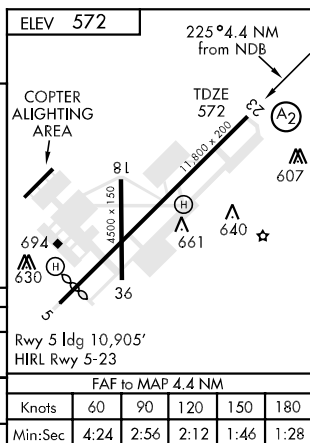


MISSED APPROACH: Climb to 1200, then climbing right turn to 2500 direct to FK LOM and hold.

| | | | | | |
|------------------------------|--|--------------------------------------|-------------------------------|--------------------------|---------|
| ATIS 125.175 308.4 | CAMPBELL APP CON 118.1 269.525 | CAMPBELL TOWER 120.9 278.8 | GND CON 121.8 266.8 | CLNC DEL 138.8 | ASR/PAR |
|------------------------------|--|--------------------------------------|-------------------------------|--------------------------|---------|



| CATEGORY | A | B | C | D |
|------------|---------------------|---------------------|----------------------|----------------------|
| S-23 | 1000/40 428 (500-¾) | 1000/50 428 (500-1) | 1000/60 428 (500-1½) | 1000/60 428 (500-1½) |
| CIRCLING * | 1020-1 448 (500-1) | 1040-1 468 (500-1) | 1040-1½ 468 (500-1½) | 1140-2 568 (600-2) |
| S-PAR 23 | 772/40 200 | (200-¾) | GS 3.00° | |





CAMPBELL AAF (KHOP)

* Circling NA SE of RWY 5-23.
DME/DME RNP-0.3 NA.
Procedure NA at night.

| | | | | | |
|---------------|------------------|----------------|-------------|----------|-------------|
| ATIS | CAMPBELL APP CON | CAMPBELL TOWER | GND CON | CLNC DEL | ASR/ PAR |
| 125.175 308.4 | 118.1 269.525 | 120.9 278.8 | 121.8 266.8 | 138.8 | |

CENTRAL CITY
09.8 CCT 
Chan 35

BOWLING GREEN
117.9 BWG 
Chan 126

NASHVILLE
114.1 BNA 
Chan 88

ELEV 572

Rwy 5 ldg 10,905'
HIRL Rwy 5-23

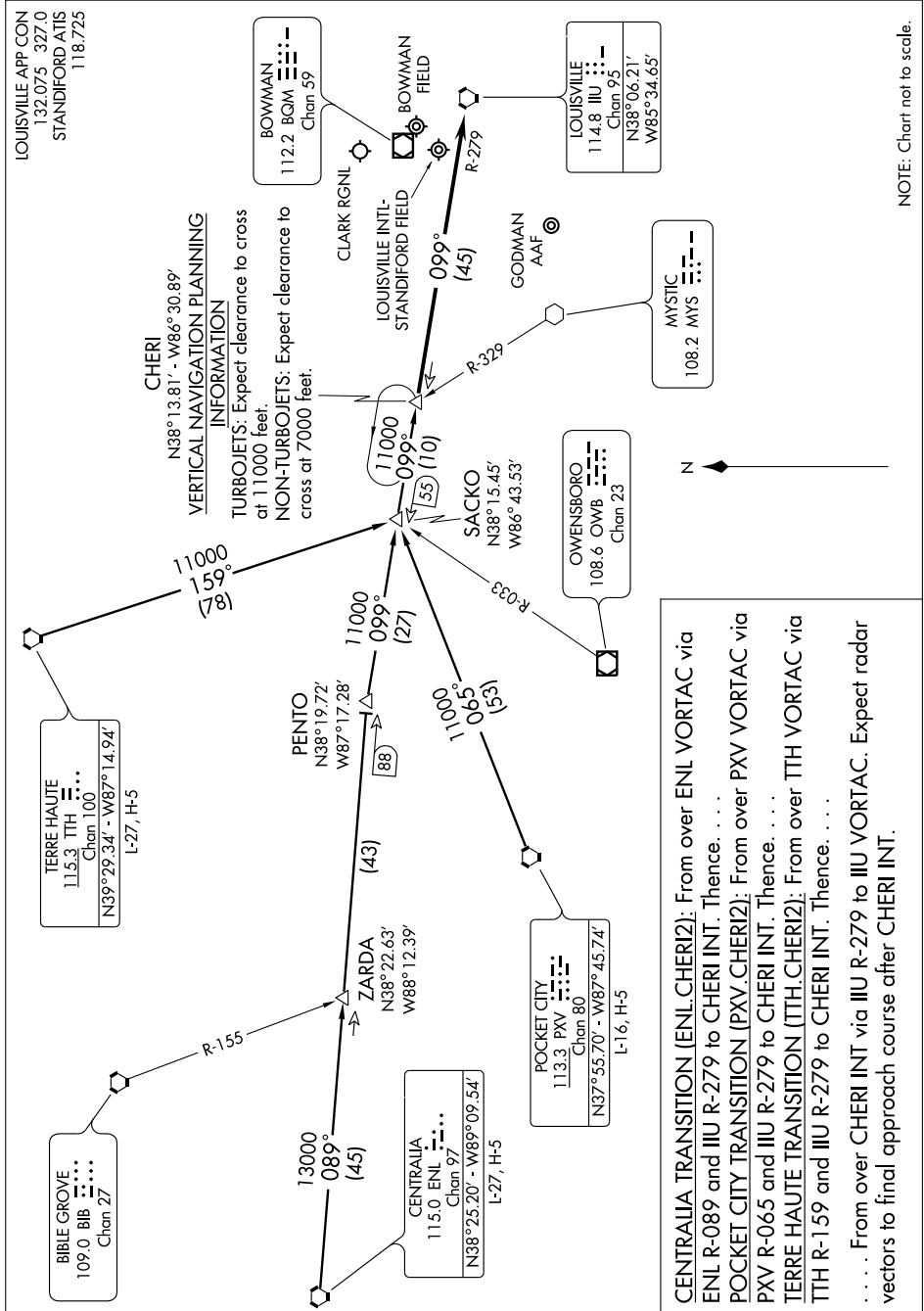
CAMPBELL AAF (KHOP)

Orig 09155

CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE, KENTUCKY

LOUISVILLE APP CON
132.075 327.0
STANDIFORD ATIS
118.725



NOTE: Chart not to scale.

| | | | | |
|-----------------------|-------------------------|--|--------------|-------------------|
| NDB GOI 396 | APCH CRS 177° | Rwy Idg 5585 TDZE 754 Arpt Elev 755 | AL-151 [USA] | GODMAN AAF (KFTK) |
|-----------------------|-------------------------|--|--------------|-------------------|

T *Circling not authorized E of Rwy 18-36.

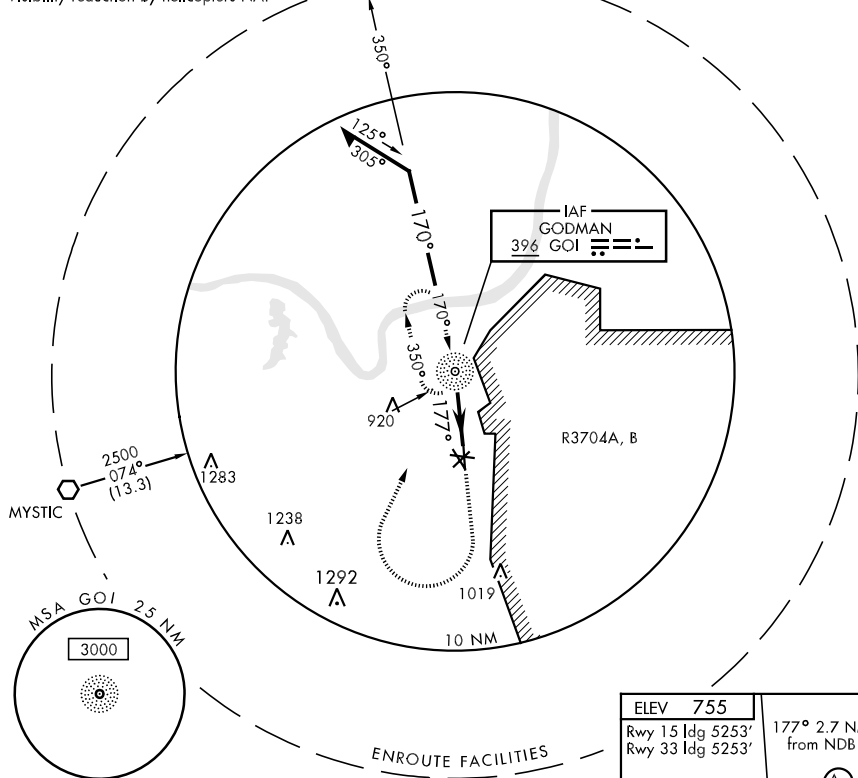
SALS



MISSED APPROACH: Climb to 1400, then climbing right turn to 2500 direct GOI NDB and hold.

| | | | |
|-----------------|-------------------------------------|--------------------------------|------------------------|
| ATIS ★ 109.6 | LOUISVILLE APP CON 123.675 327.0 | GODMAN TOWER ★ 133.35 233.7 | GND CON 121.9 239.3 |
|-----------------|-------------------------------------|--------------------------------|------------------------|

Visibility reduction by helicopters NA.



Remain
within 10 NM

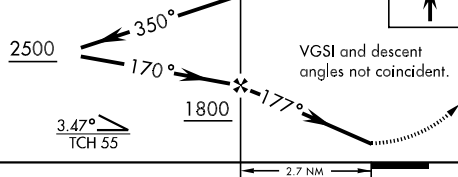
NDB

1400

2500

GOI

VGSI and descent
angles not coincident.



| CATEGORY | A | B | C | D |
|------------|--------------------|----------------------|----------------------|---|
| S-18 | 1220-1 466 (500-1) | 1220-1¼ 466 (500-1¼) | 1220-1½ 466 (500-1½) | |
| CIRCLING * | 1300-1 545 (600-1) | 1300-1½ 545 (600-1½) | 1320-2 565 (600-2) | |

ELEV 755

Rwy 15 ldg 5253'
Rwy 33 ldg 5253'

177° 2.7 NM
from NDB

(A2)

TDZE
754

Δ 822

V2

5383 x 150

81

36

TWR
830

Δ 806

HIRL Rwy 15-33, 18-36
REIL Rwy 15

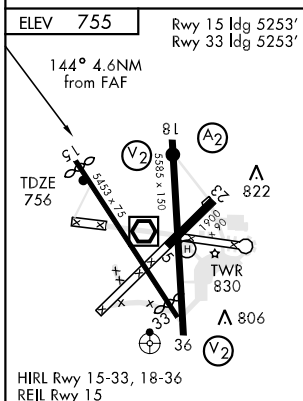
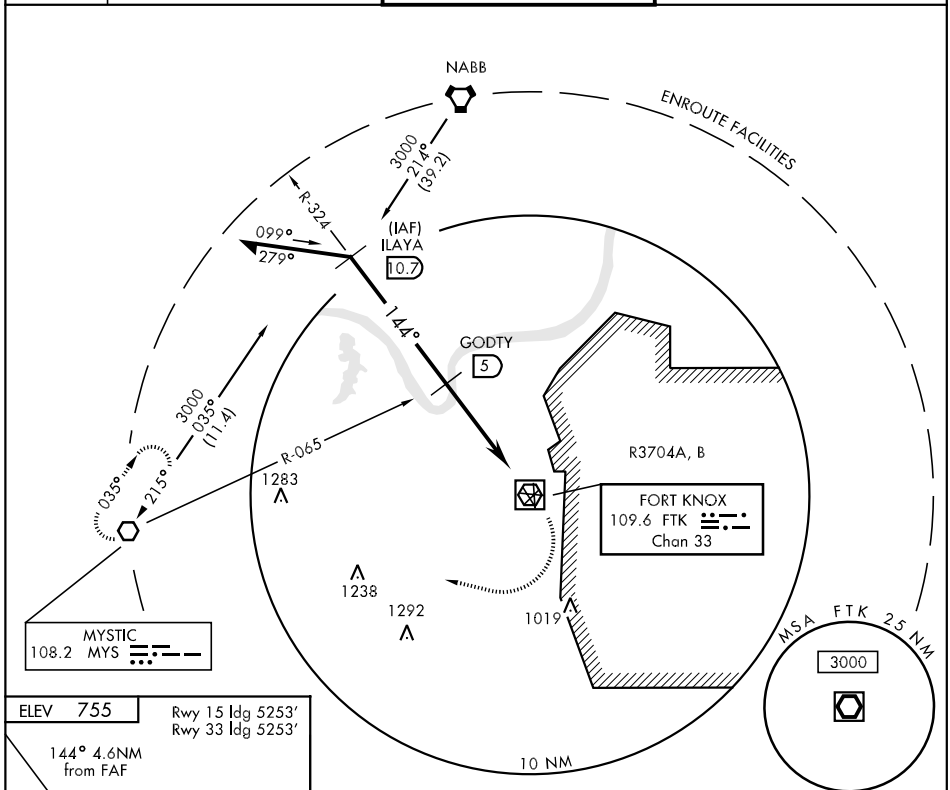
| FAF to MAP 2.7 NM | | | | | | |
|-------------------|------|------|------|------|------|--|
| Knots | 60 | 90 | 120 | 150 | 180 | |
| Min:Sec | 2:42 | 1:48 | 1:21 | 1:05 | 0:54 | |

| | | |
|---|-------------------------|---|
| VOR/DME FTK 109.6 Chan 33 | APCH CRS 144° | Rwy Idg TDZE Arpt Elev 5253 756 755 |
|---|-------------------------|---|

AL-151 [USA]

GODMAN AAF (KFTK)

| | | | |
|------------------------|--|---|-------------------------------|
| | | MISSED APPROACH: Climb to 1400, then climbing right turn to 3000 direct MYS VOR and hold. | |
| ATIS ★ 109.6 | LOUISVILLE APP CON 123.675 327.0 | GODMAN TOWER ★ 133.35 233.7 | GND CON 121.9 239.3 |



| FAF to MAP 4.6 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

FORT KNOX, KENTUCKY

37°54'N-85°58'W

GODMAN AAF (KFTK)

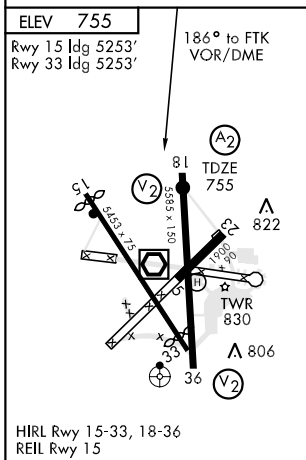
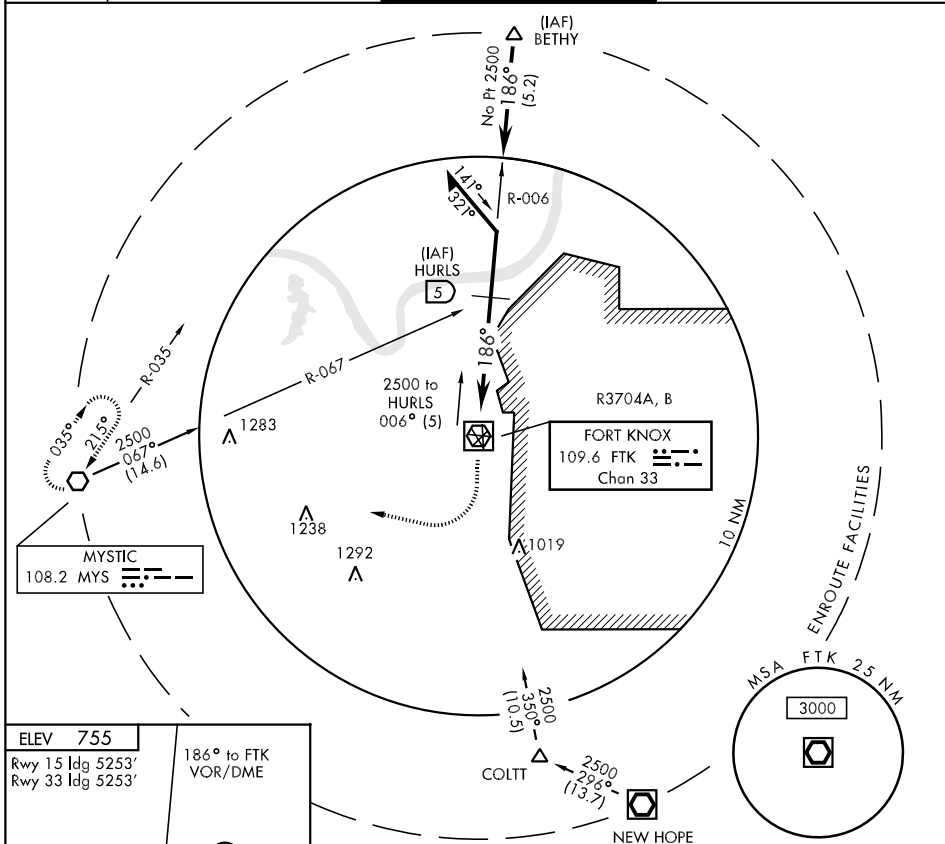
| | | | | | | | |
|---------------------|-----------------------|-----|-----------------------|------------------------|-------------------------|---------|-----------------------|
| 1400 | 3000 | MYS | ILAYA | MYS R-035 FTK R-324 | GODTY | VOR/DME | |
| ↑ | ↗ | ⬡ | FTK | 10.7 | 5 | FTK | |
| Remain within 10 NM | | | 324° | | | | |
| | | | 144° | | | | |
| | | | 3000 | | | | |
| | | | 2500 | | | | |
| | | | 5.7 NM | | | | |
| | | | 4.6 NM | | | | |
| CATEGORY | A | | B | | C | | D |
| S-15 | 1180-1 424 (500-1) | | | | 1180-1½ 424 (500-1½) | | |
| CIRCLING | 1220-1 464 (500-1) | | 1300-1 544 (600-1) | | 1300-1½ 544 (600-1½) | | 1320-2 564 (600-2) |

| | | |
|---------------------------------|------------------|---|
| VOR/DME FTK 109.6 Chan 33 | APCH CRS 186° | Rwy ldg 5585 TDZE 755 Arpt Elev 755 |
|---------------------------------|------------------|---|

AL-151 [USA]

GODMAN AAF (KFTK)

| | | | |
|---|---|--|---|
| <div> <div>▼</div> </div> | | <div> <div>SALS</div> <div>(A2)</div> </div> | <div> <div>MISSED APPROACH: Climb to 1400, then climbing right turn to 3000 direct MYS VOR and hold.</div> </div> |
| <div> <div>ATIS ★</div> <div>109.6</div> </div> | <div> <div>LOUISVILLE APP CON</div> <div>123.675 327.0</div> </div> | <div> <div>GODMAN TOWER ★</div> <div>133.35 233.7</div> </div> | <div> <div>GND CON</div> <div>121.9 239.3</div> </div> |



| 1400 | 3000 | MYS | <div> <div>VOR/DME</div> <div>HURLS MYS R-067 FTK R-006</div> <div>Remain within 10 NM</div> </div> | |
|--|-----------------------|--------------------------------|---|-----------------------|
| <div> <div>2500</div> <div>2500</div> </div> | | <div> <div>4.6 NM</div> </div> | | |
| CATEGORY | A | B | C | D |
| S-18 | 1160/40 | 405 (500-¾) | 1160/50 | 405 (500-1) |
| CIRCLING | 1220-1 464 (500-1) | 1340-1 584 (600-1) | 1340-1½ 584 (600-1½) | 1340-2 584 (600-2) |

VOR/DME FTK
109.6
Chan 33

APCH CRS
349°

Rwy ldg 5585
TDZE 741
Arpt Elev 755

AL-151 [USA]

GODMAN AAF (KFTK)

▼ Visibility reduction by helicopters NA.

ODALS

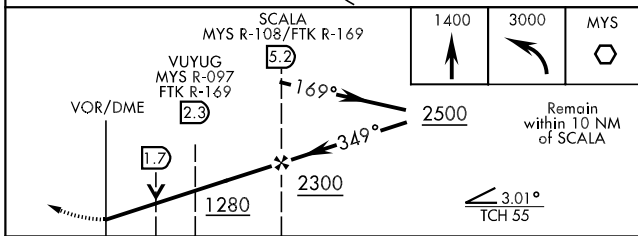
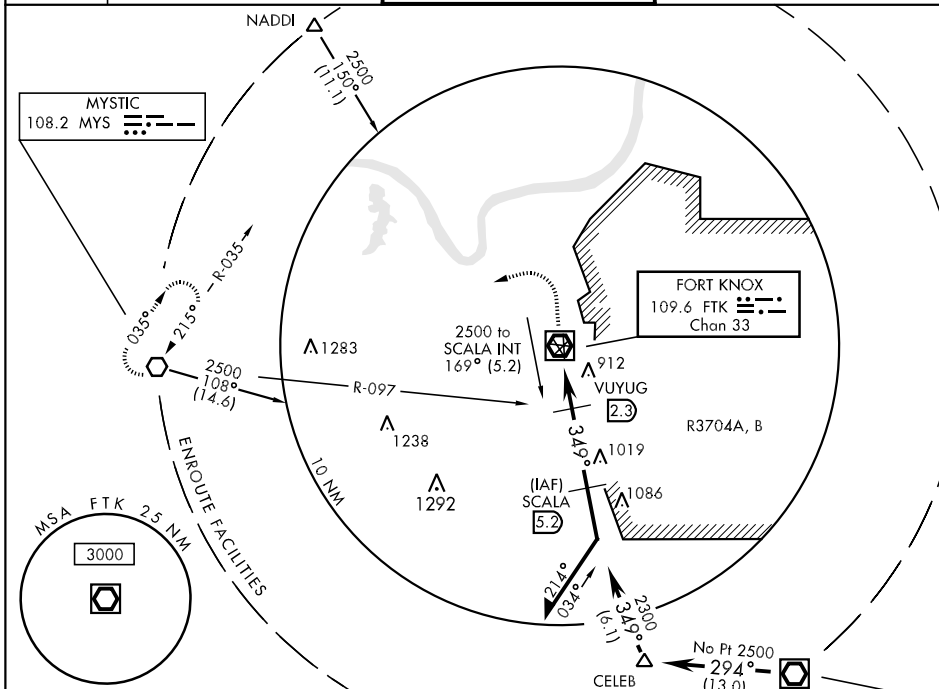
MISSED APPROACH: Climb to 1400, then climbing left turn to 3000 direct MYS VOR and hold.

ATIS ★
109.6

LOUISVILLE APP CON
123.675 327.0

GODMAN TOWER ★
133.35 233.7

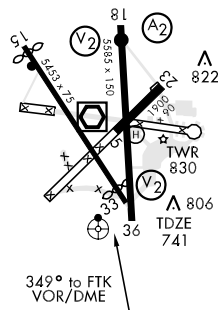
GND CON
121.9 239.3



| CATEGORY | A | B | C | D |
|--------------|--------------------|----------------------|----------------------|----------------------|
| S-36 * | 1280-¾ 539 (600-¾) | 1280-1¼ 539 (600-1¼) | 1280-1½ 539 (600-1½) | 1280-1½ 539 (600-1½) |
| CIRCLING | 1280-1 524 (600-1) | 1340-1 584 (600-1) | 1340-1½ 584 (600-1½) | 1340-2 584 (600-2) |
| VUYUG MINIMA | | | | |
| S-36 * | 1180-¾ 439 (500-¾) | 1180-1 439 (500-1) | 1180-1¼ 439 (500-1¼) | 1180-1½ 439 (500-1½) |
| CIRCLING | 1220-1 464 (500-1) | 1340-1 584 (600-1) | 1340-1½ 584 (600-1½) | 1340-2 584 (600-2) |

ELEV 755
Rwy 15 ldg 5253'
Rwy 33 ldg 5253'

HIRL Rwy 15-33, 18-36
REIL Rwy 15



| | | | |
|--|------------------------|-----------------------------|---|
| LOC/DME I-FFT 109.95 Chan 36 (Y) | APP CRS 247° | Rwy Idg TDZE Apt Elev | 5900 790 806 |
|--|------------------------|-----------------------------|---|

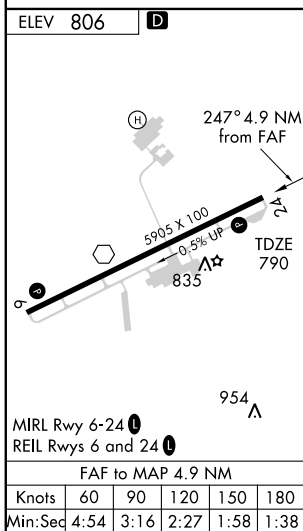
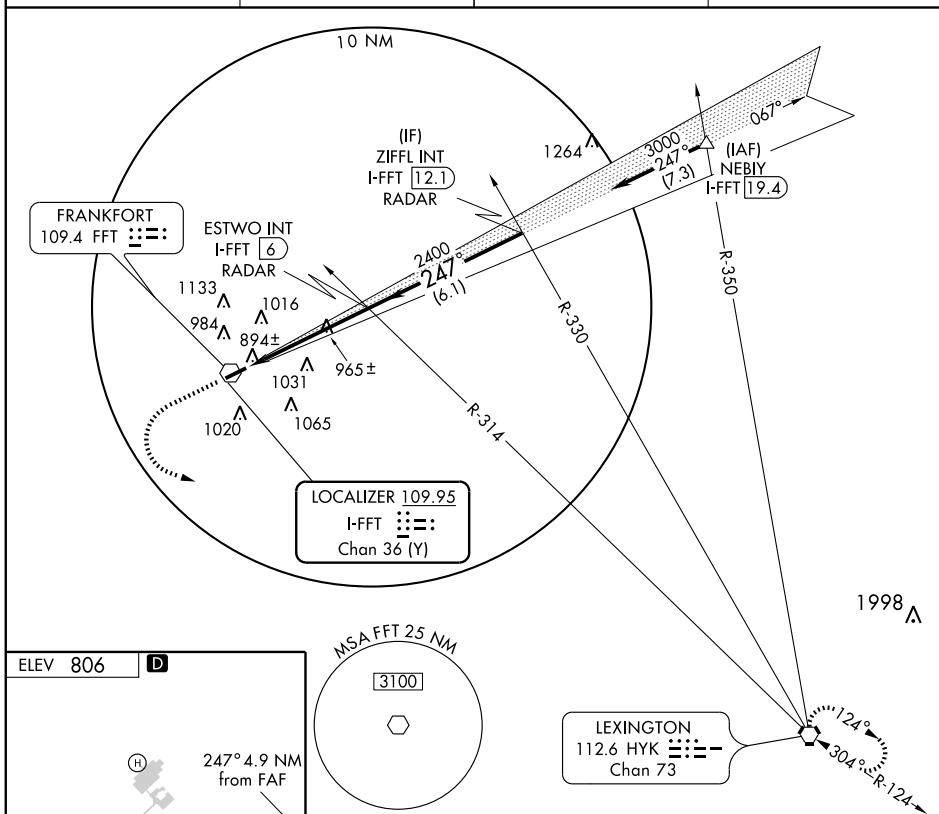
LOC RWY 24

FRANKFORT/CAPITAL CITY (FFT)

▼ Visibility reduction by helicopters NA. If local altimeter setting not received,
▲ NA use Lexington altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3100 then left turn direct HYK VORTAC and hold.

| | | | |
|------------------------|--|--------------------------|--|
| ASOS 119.275 | LEXINGTON APP CON 120.75 298.9 | CLNC DEL 118.1 | UNICOM 122.8 (CTAF) ① |
|------------------------|--|--------------------------|--|



| <div> <div>3100</div> <div>↑</div> </div> <div> <div>HYK</div> <div>112.6</div> </div> <div> <div>ESTWO INT</div> <div>I-FFT 120.75</div> <div>RADAR</div> </div> <div> <div>ZIFFL INT</div> <div>I-FFT 121.1</div> <div>RADAR</div> </div> <div> <div>Procedure</div> <div>Turn</div> <div>NA</div> </div> | | | | |
|---|-----------------------|-----------------------|-------------------------|-------------------------|
| <div> <div>3000</div> <div>247°</div> <div>3000</div> </div> <div> <div>VGSI and descent angles</div> <div>not coincident.</div> </div> | | | | |
| <div> <div>4.9 NM</div> <div>6.1 NM</div> </div> | | | | |
| CATEGORY | A | B | C | D |
| S-24 | 1280-1 | 490 (500-1) | 1280-1½ 490 (500-1½) | 1280-1½ 490 (500-1½) |
| CIRCLING | 1280-1 474 (500-1) | 1340-1 534 (600-1) | 1380-1½ 574 (600-1½) | 1420-2 614 (700-2) |

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5500 |
| 067° | TDZE | 806 |
| | Apt Elev | 806 |

RNAV (GPS) RWY 6

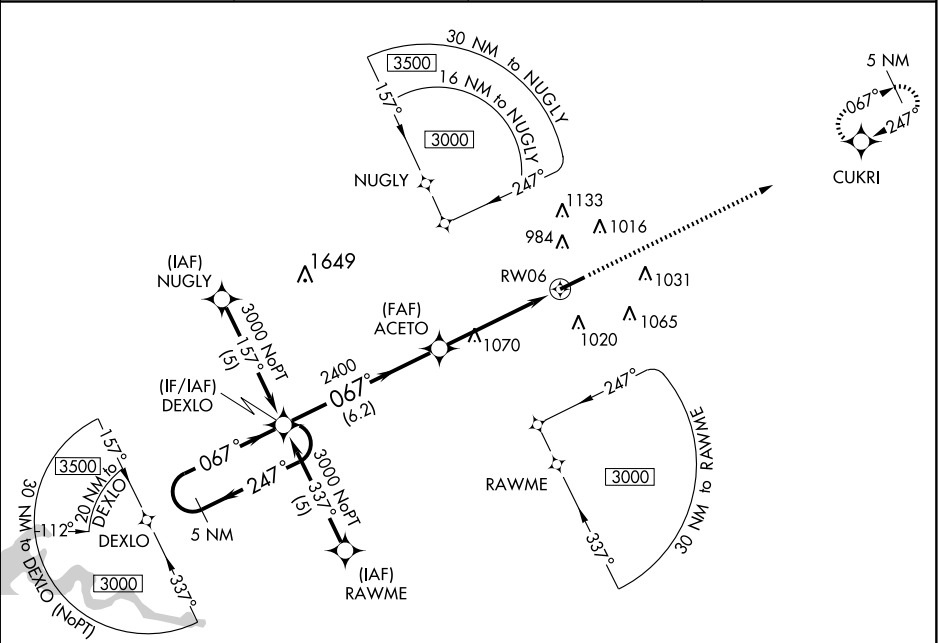
FRANKFORT/ CAPITAL CITY (F'TT)

⚠ DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

⚠ If local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3000
direct CUKRI and hold.

| | | | |
|-----------------|-----------------------------------|-------------------|---------------------------------|
| ASOS 119.275 | LEXINGTON APP CON 120.75 298.9 | CLNC DEL 118.1 | UNICOM 122.8 (CTAF) 1 |
|-----------------|-----------------------------------|-------------------|---------------------------------|



5 NM Holding Pattern DEXLO

3000 ← 247° / 067° →

ACETO

2400

3.04° TCH 45

3000 CUKRI

RW06

6.2 NM 4.8 NM

VGSI and descent angles not coincident.

| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|-------------------------|
| LNAV MDA | 1320-1 514 (600-1) | 514 (600-1) | 1320-1½ 514 (600-1½) | 1320-1¾ 514 (600-1¾) |
| CIRCLING | 1320-1 514 (600-1) | 1340-1 534 (600-1) | 1380-1½ 574 (600-1½) | 1420-2 614 (700-2) |

ELEV 806 **D**

TDZE 806

5905 X 100

0.5% UP

835

067° to RW06

954

MIRL Rwy 6-24 **1**

REIL Rwy 6 and 24 **1**

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5900 |
| 247° | TDZE | 790 |
| | Apt Elev | 806 |

RNAV (GPS) RWY 24

FRANKFORT/CAPITAL CITY (FFT)

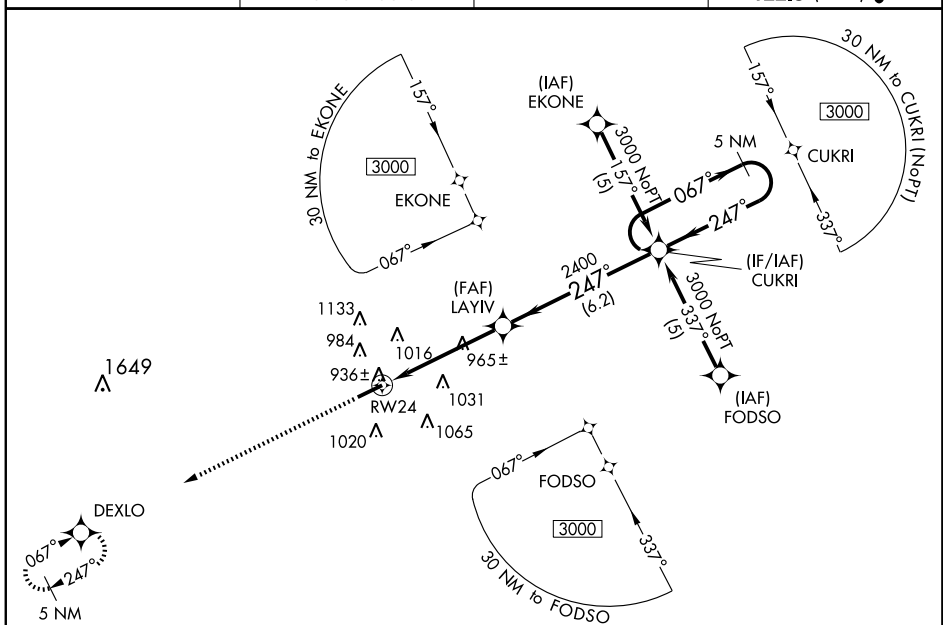


DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Lexington altimeter
setting and increase all MDAs 80 feet.

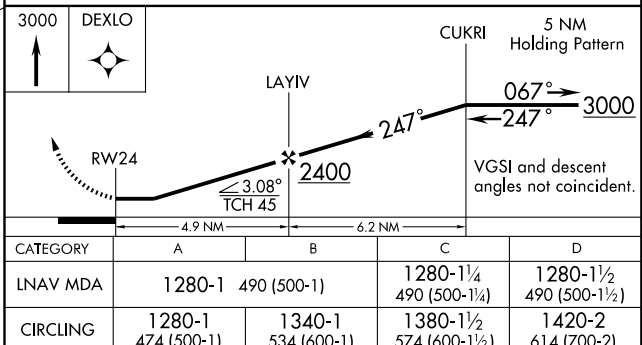
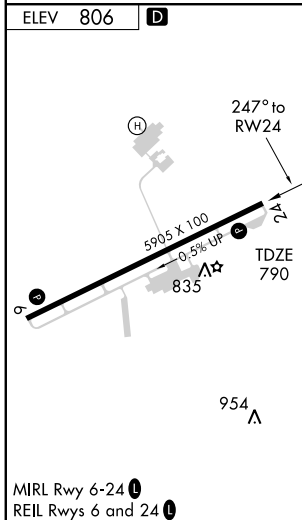
MISSED APPROACH: Climb to 3000
direct DEXLO and hold.

ASOS
119.275

LEXINGTON APP CON
120.75 298.9

CLNC DEL
118.1UNICOM
122.8 (CTAF) **L**

ELEV 806



SE-1. 03 JUN 2010 to 01 JUL 2010

▼

▲ NA

MISSED APPROACH: Climb to 3000 then left turn direct HYK VORTAC and hold.

ASOS

119.275

LEXINGTON APP CON

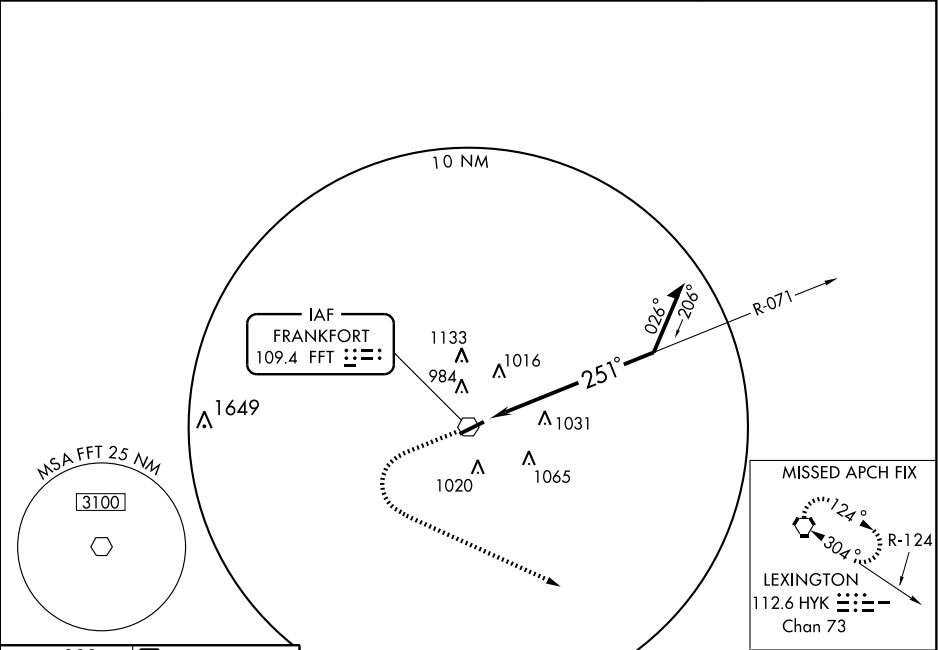
120.75 298.9

CLNC DEL

118.1

UNICOM

122.8 (CTAF) 0



ELEV 803

D

5905 x 100

0.5% UP

835

251° to FFT VOR

TDZE 785

3000

HYK 112.6

VOR

071°

251°

2700

Remain within 10 NM

| CATEGORY | A | B | C | D |
|----------|--------------------|--------------------|--------------------|--------------------|
| S-24 | 1440-1 655 (700-1) | 1440-1 655 (700-1) | 1440-1 655 (700-1) | 1440-2 655 (700-2) |
| CIRCLING | 1440-1 637 (700-1) | 1440-1 637 (700-1) | 1440-1 637 (700-1) | 1440-2 637 (700-2) |

MIRL Rwy 6-24 0

REIL Rwy 6 and 24 0

SE-1. 03 JUN 2010 to 01 JUL 2010

| | | |
|--|------------------------|---|
| WAAS CH 56309 W03A | APP CRS 029° | Rwy Idg 5498 TDZE 940 Apt Elev 947 |
|--|------------------------|---|

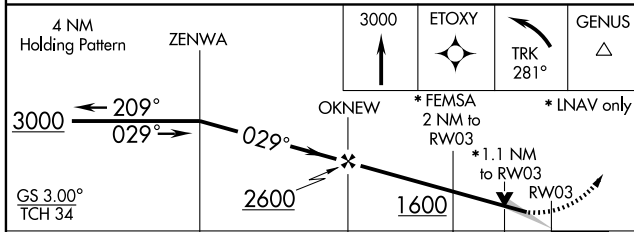
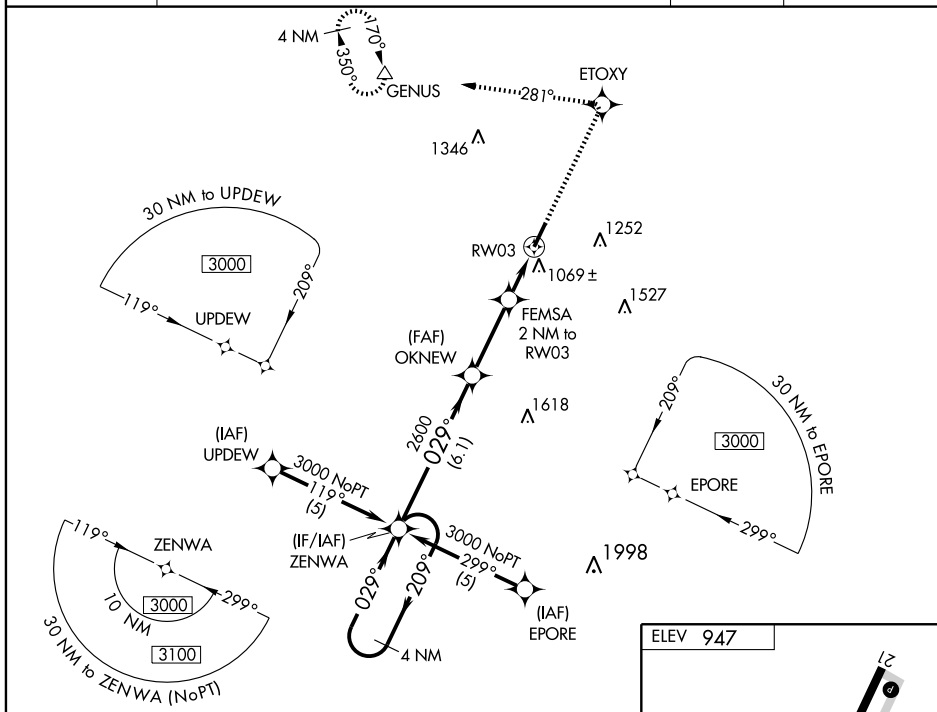
RNAV (GPS) RWY 3

GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

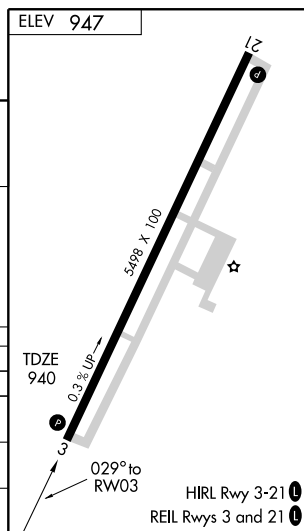
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1228, LNAV/VNAV DA to 1413, and all MDA 40 feet; increase LNAV/VNAV visibility all Cats. and LNAV Cat. C visibility ¼ mile. Baro-VNAV and VDP NA when using Lexington altimeter setting.

MISSED APPROACH: Climb to 3000 direct ETOXY and left turn via 281° track to GENUS and hold.

| | | | |
|--------------------------|---|----------------------------|---------------------------------|
| AWOS-3 119.975 | LEXINGTON APP CON 120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°) | CLNC DEL 127.425 | UNICOM 123.0 (CTAF) ① |
|--------------------------|---|----------------------------|---------------------------------|



| CATEGORY | A | B | C | D |
|--------------|---------|--------------|--------------|--------------|
| LPV DA | 1190-1 | 250 (300-1) | | |
| LNAV/VNAV DA | 1375-1½ | 435 (500-1½) | | |
| LNAV MDA | 1320-1 | 380 (400-1) | 1320-1¼ | 380 (400-1¼) |
| CIRCLING | 1420-1 | 473 (500-1) | 1420-1½ | 1560-2 |
| | | | 473 (500-1½) | 613 (700-2) |



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 48909 W21A | APP CRS 209° | Rwy Idg TDZE Apt Elev | 5498 947 947 |
|--|------------------------|-----------------------------|---|

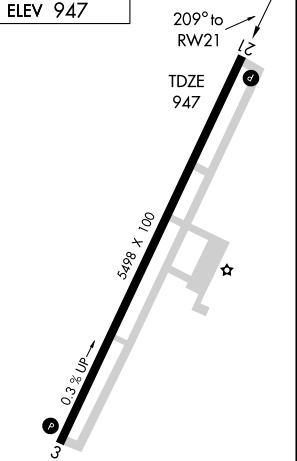
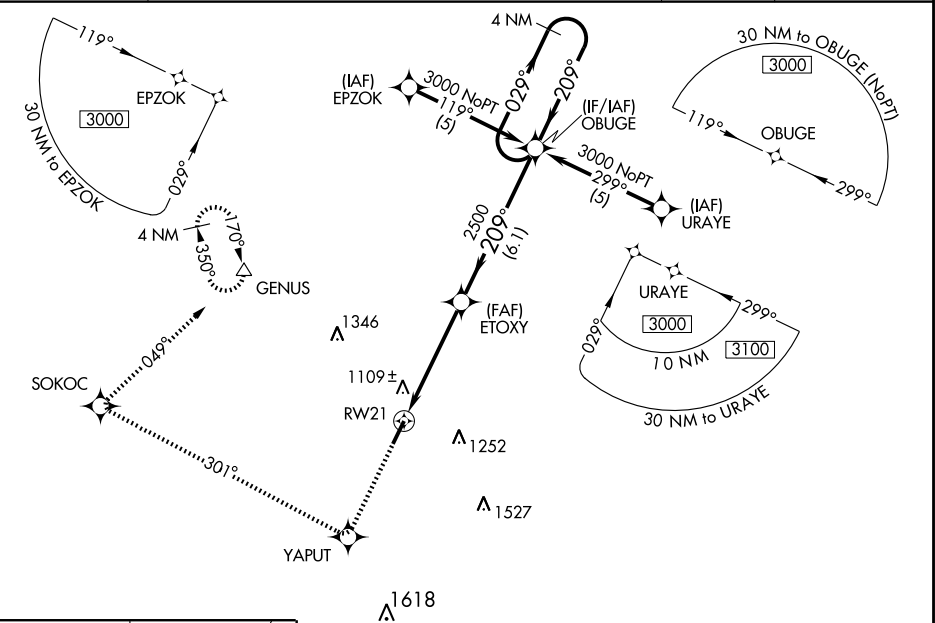
RNAV (GPS) RWY 21

GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1235, LNAV/VNAV DA to 1459, and all MDA 40 feet; increase LNAV Cat. D visibility ¼ mile. Baro-VNAV and VDP NA when using Lexington altimeter setting.

MISSED APPROACH: Climb to 3000 direct YAPUT and right turn via 301° track to SOKOC and right turn via 049° track to GENUS and hold.

| | | | |
|--------------------------|---|----------------------------|---------------------------------|
| AWOS-3 119.975 | LEXINGTON APP CON 120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°) | CLNC DEL 127.425 | UNICOM 123.0 (CTAF) 1 |
|--------------------------|---|----------------------------|---------------------------------|



HIRL Rwy 3-21 1
REIL Rws 3 and 21 1

| | | | | | | |
|----------------------|--------------------|----------|----------------------|----------|--------------------|----------------------|
| 3000 | YAPUT | 301° TRK | SOKOC | 049° TRK | GENUS | 4 NM Holding Pattern |
| * LNAV only | | | | | | |
| OBUGE | | | | | | |
| ETOXY | | | | | | |
| * 1.2 NM to RW21 | | | | | | |
| RW21 | | | | | | |
| 1.2 NM 3.5 NM 6.1 NM | | | | | | |
| CATEGORY | A | B | C | D | | |
| LPV DA | 1197-1 | | 250 (300-1) | | | |
| LNAV/VNAV DA | 1421-1¾ | | 474 (500-1¾) | | | |
| LNAV MDA | 1360-1 413 (500-1) | | 1360-1¼ 413 (500-1¼) | | | |
| CIRCLING | 1420-1 473 (500-1) | | 1420-1½ 473 (500-1½) | | 1560-2 613 (700-2) | |

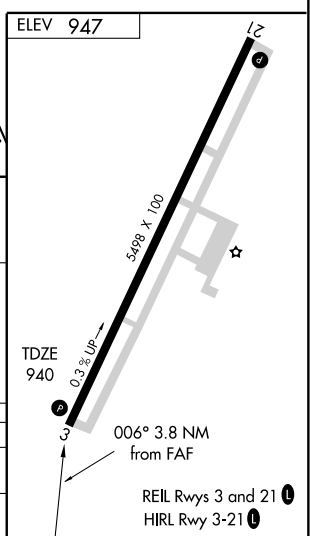
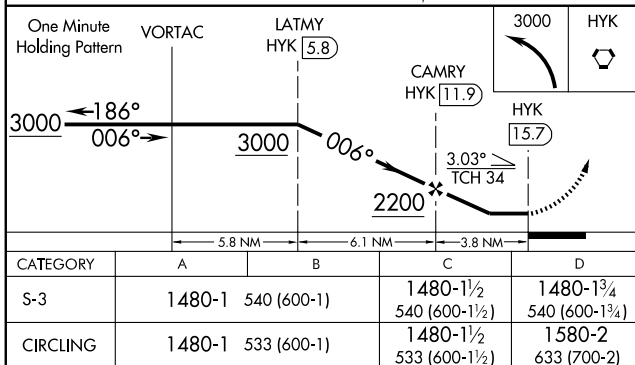
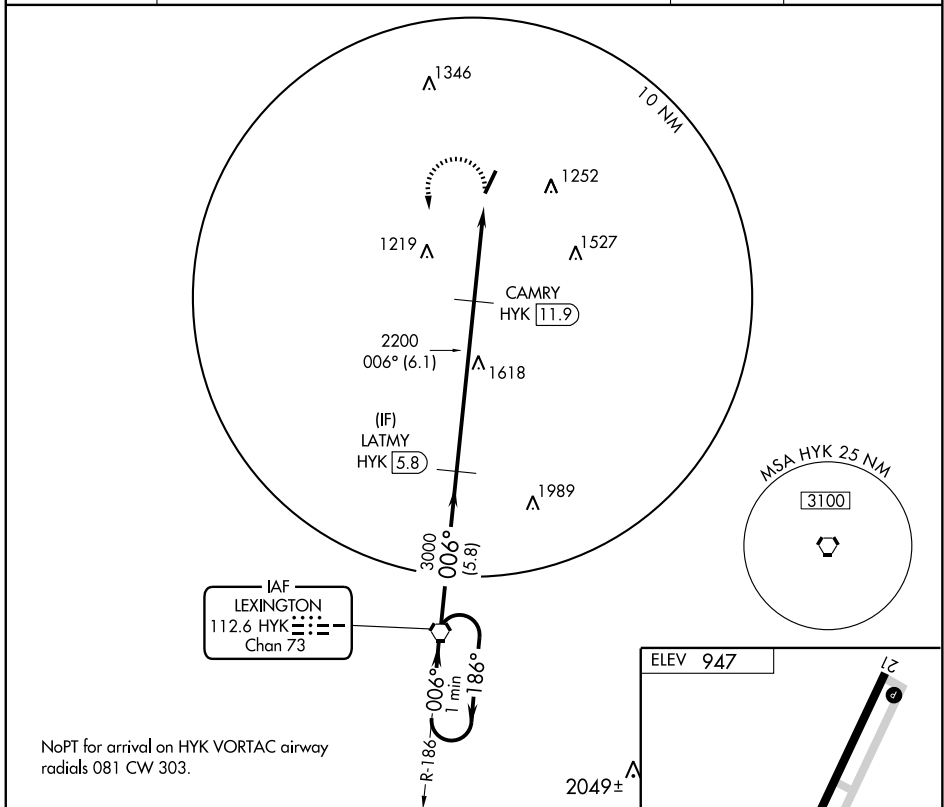
| | | |
|--|------------------------|--|
| VORTAC HYK 112.6 Chan 73 | APP CRS 006° | Rwy Idg TDZE Apt Elev 5498 940 947 |
|--|------------------------|--|

VOR/DME RWY 3

GEORGETOWN SCOTT COUNTY-MARSHALL FIELD (27K)

| | |
|---|--|
| <p>Visibility reduction by helicopters NA.</p> <p>When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 40 feet; increase circling Cat D visibility ¼ mile.</p> | <p>MISSED APPROACH: Climbing left turn to 3000 direct HYK VORTAC and hold.</p> |
|---|--|

| | | | |
|--------------------------|--|----------------------------|--|
| AWOS-3 119.975 | LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°) | CLNC DEL 127.425 | UNICOM 123.0 (CTAF) 0 |
|--------------------------|--|----------------------------|--|



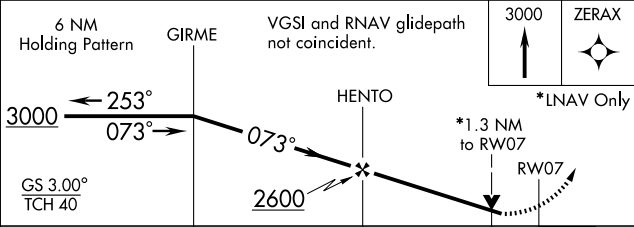
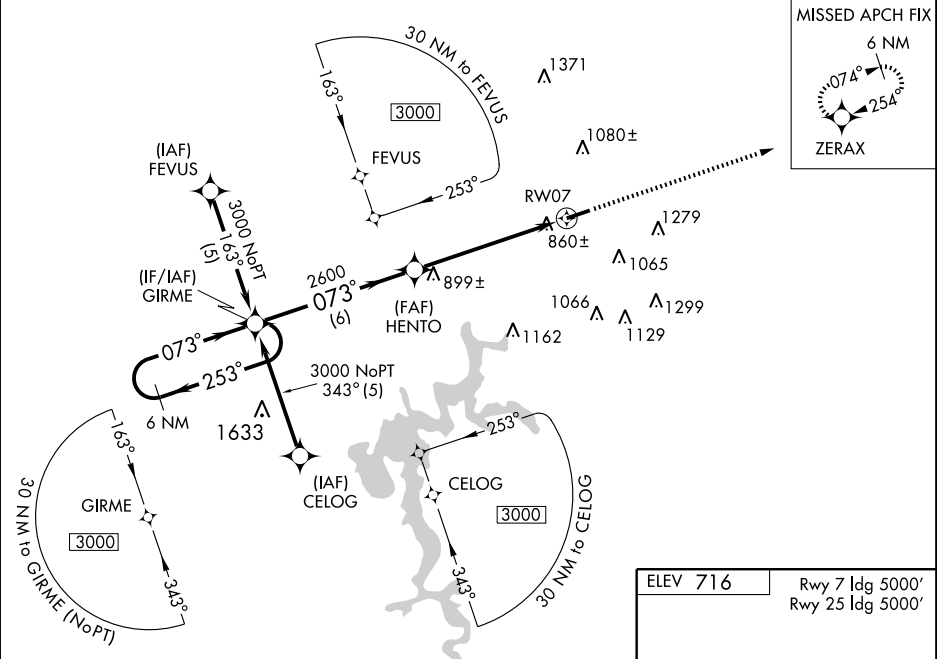
| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 77607 W07A | APP CRS 073° | Rwy Idg TDZE Apt Elev | 5000 709 716 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 7
GLASGOW MUNI (GLW)

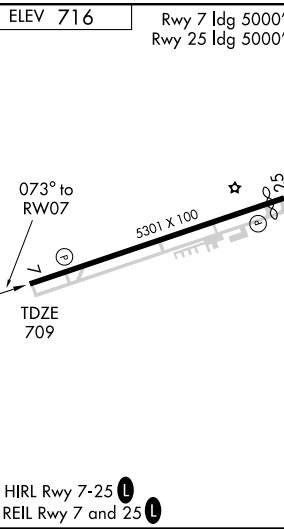
▼
▲
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDA 160 feet, LPV DA to 1214 feet, LNAV/VNAV DA to 1313 feet, LPV and LNAV/VNAV all Cats. visibilities ½ mile, LNAV Cats. C and D visibilities ¼ mile, and Circling Cat. C visibility ½ mile, Cat. D visibility ¼ mile. VDP NA when using Bowling Green altimeter setting. Baro-VNAV NA when using Bowling Green altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

MISSED APPROACH:
Climb to 3000 direct
ZERAX and hold.

| | | |
|--------------------------|--------------------------------------|--|
| AWOS-3 118.525 | MEMPHIS CENTER 132.1 263.1 | UNICOM 122.8 (CTAF) L |
|--------------------------|--------------------------------------|--|



| CATEGORY | A | B | C | D |
|--------------|-----------------------|-----------------------|-------------------------|-------------------------|
| LPV DA | | 1071-1¼ | 362 (400-1¼) | |
| LNAV/VNAV DA | | 1170-1¾ | 461 (500-1¾) | |
| LNAV MDA | 1140-1 | 431 (500-1) | 1140-1¼ 431 (500-1¼) | 1140-1½ 431 (500-1½) |
| CIRCLING | 1220-1 504 (600-1) | 1240-1 524 (600-1) | 1260-1½ 544 (600-1½) | 1540-2¾ 824 (900-2¾) |



| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5000 |
| 253° | TDZE | 715 |
| | Apt Elev | 716 |

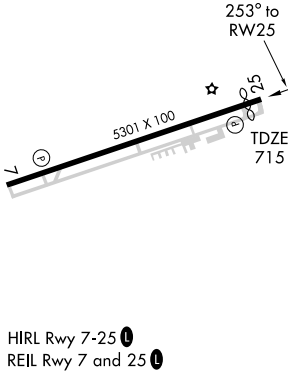
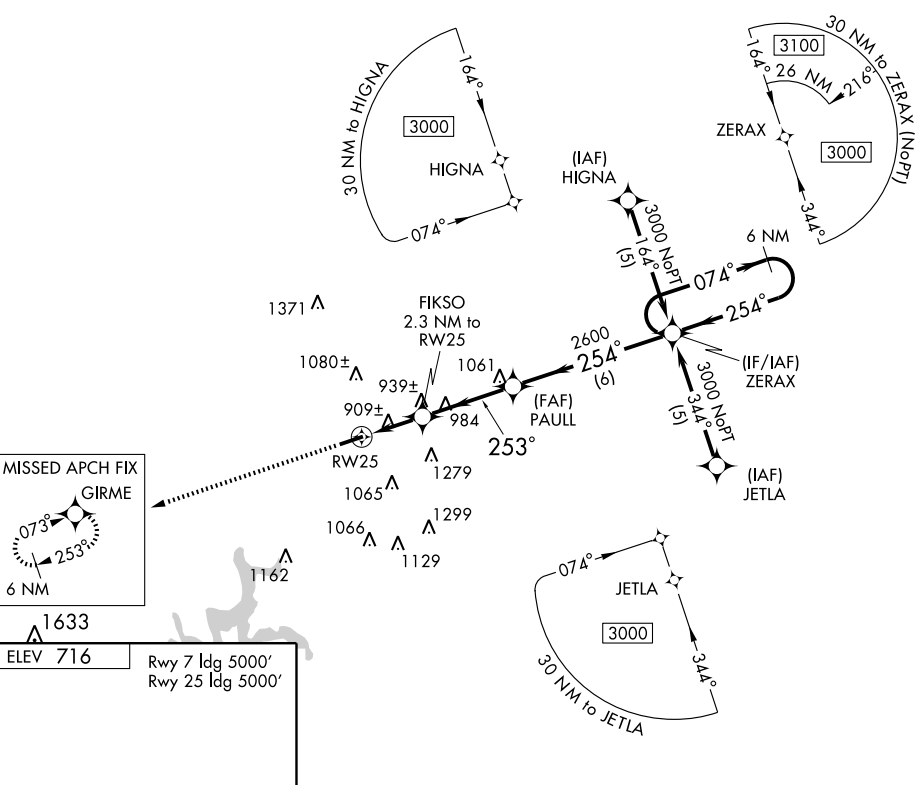
RNAV (GPS) RWY 25
GLASGOW MUNI (GLW)

| | |
|--|--|
| <p>▼ When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDA 160 feet, LNAV Cat. C and D visibility ½ mile, Circling Cat. C ½ mile, Cat. D ¾ mile. ▲ Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.</p> | MISSED APPROACH: Climb to 3000 direct GIRME and hold. |
|--|--|

AWOS-3
118.525

MEMPHIS CENTER
132.1 263.1

UNICOM
122.8 (CTAF) 0



| | | | | | |
|----------|-----------------------|-----------------------|---|-------------------------|----------------------|
| | 3000 | GIRME | VGSI and descent angles not coincident. | ZERAX | 6 NM Holding Pattern |
| | | | | | |
| | | FIKSO 2.3 NM to RW25 | PAULL | | |
| | | | | | |
| | | RW25 | 253° | 254° | 074° → 3000 |
| | | | 1480 | 2600 | ← 254° |
| | | | ≤ 3.05° | | |
| | | | TCH 40 | | |
| | | 2.3 NM | 3.4 NM | 6 NM | |
| CATEGORY | A | B | C | D | |
| LNAV MDA | 1200-1 | 485 (500-1) | 1200-1¼ 485 (500-1¼) | 1200-1½ 485 (500-1½) | |
| CIRCLING | 1220-1 504 (600-1) | 1240-1 524 (600-1) | 1260-1½ 544 (600-1½) | 1540-2¾ 824 (900-2¾) | |

HIRL Rwy 7-25 0
REIL Rwy 7 and 25 0

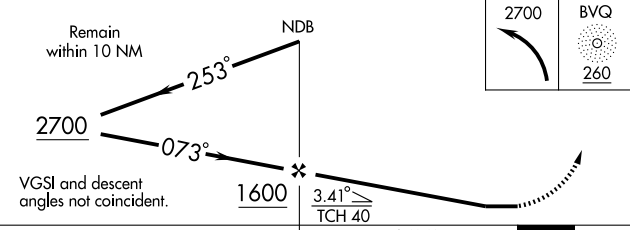
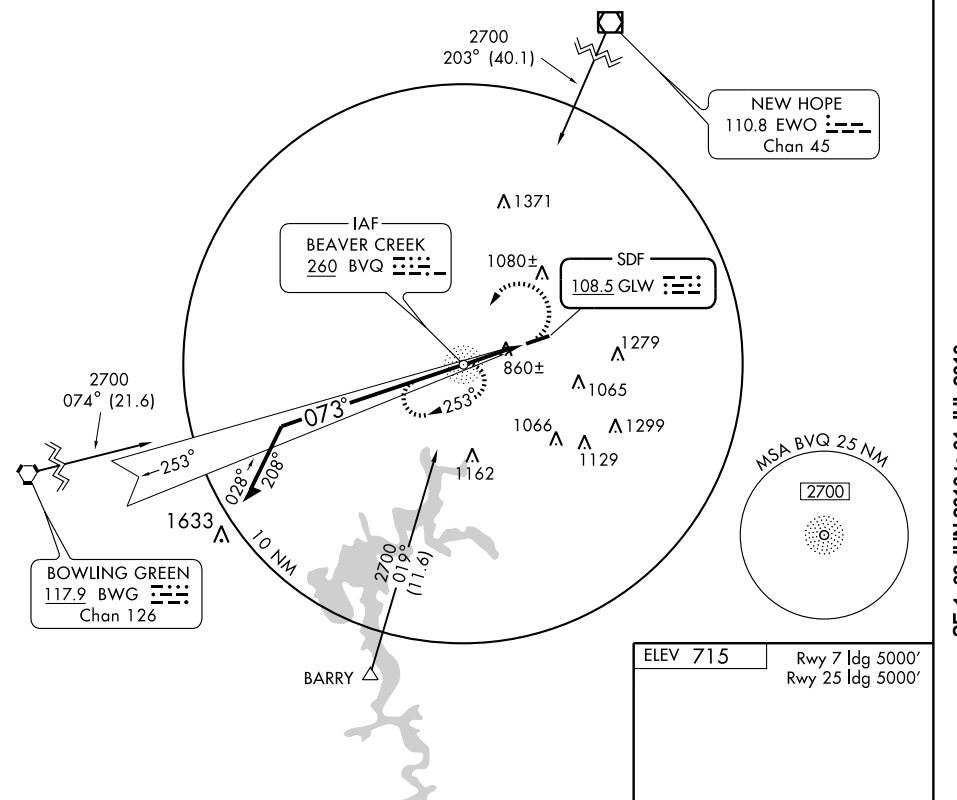
▼

NA

If local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 140 feet.
ADF REQUIRED.

MISSED APPROACH: Climbing left turn to 2700 direct BVQ NDB and hold.

| | | |
|-------------------|-------------------------------|--------------------------|
| AWOS-3 118.525 | MEMPHIS CENTER 132.1 263.1 | UNICOM 122.8 (CTAF) 0 |
|-------------------|-------------------------------|--------------------------|



ELEV 715

Rwy 7 Idg 5000'

Rwy 25 Idg 5000'

073° 2.4 NM from FAF

5301 X 100

TDZE 710

HIRL Rwy 7-25 0

REIL Rwy 7 and 25 0

| FAF to MAP 2.4 NM | | | | | |
|-------------------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:24 | 1:36 | 1:12 | 0:58 | 0:48 |

SE-1, 03 JUN 2010 to 01 JUL 2010

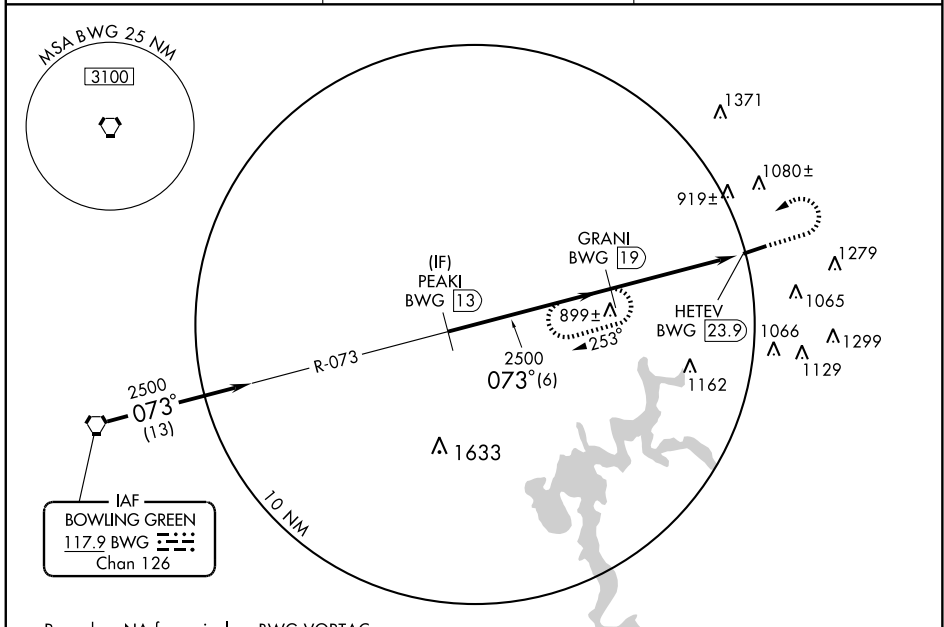
| | | |
|---|------------------------|---|
| VORTAC BWG 117.9 Chan 126 | APP CRS 073° | Rwy Idg TDZE Apt Elev 5000 709 716 |
|---|------------------------|---|

VOR/DME RWY 7

GLASGOW MUNI (GLW)

| | |
|---|---|
| <p>▼ When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 160 feet, S-7 Cat. C and D visibility ¼ mile, Circling Cat. C visibility ½ mile, Cat. D ¾ mile. Visibility reduction by helicopters NA.</p> | <p>MISSED APPROACH: Climb to 2500 then climbing left turn to 2700 via BWG VORTAC R-073 to GRANI/19 DME and hold</p> |
|---|---|

| | | |
|--------------------------|--------------------------------------|-------------------------------|
| AWOS-3 118.525 | MEMPHIS CENTER 132.1 263.1 | UNICOM 122.8 (CTAF) |
|--------------------------|--------------------------------------|-------------------------------|



| | | | |
|---|----------|-----------------|------------------|
| Procedure NA for arrival on BWG VORTAC airway radials 039 CW 106. | ELEV 716 | Rwy 7 Idg 5000' | Rwy 25 Idg 5000' |
|---|----------|-----------------|------------------|

| Procedure Turn NA | VGSI and descent angles not coincident. | 2500 | 2700 | GRANI BWG 19 | 073° 4.9 NM from FAF | 5301 X 100 | 25 |
|-------------------|---|-------------------------|-------------------------|-------------------------|----------------------|-------------------|-----|
| PEAKI BWG 13 | GRANI BWG 19 | 2500 | BWG R-073 117.9 | HETEVE BWG 23.9 | TDZE 709 | | |
| 2500 | 073° | 2500 | 3.38° TCH 40 | | | | |
| | 6 NM | 4.9 NM | | | | | |
| CATEGORY | A | B | C | D | HIRL Rwy 7-25 | REIL Rwy 7 and 25 | |
| S-7 | 1180-1 471 (500-1) | 1180-1¼ 471 (500-1¼) | 1180-1½ 471 (500-1½) | 1180-1¾ 471 (500-1¾) | | | |
| CIRCLING | 1220-1 504 (600-1) | 1240-1¼ 524 (600-1¼) | 1260-1½ 544 (600-1½) | 1540-2¾ 824 (900-2¾) | | | |
| | | | | | Knots | 60 | 90 |
| | | | | | 120 | 150 | 180 |
| | | | | | Min:Sec | | |

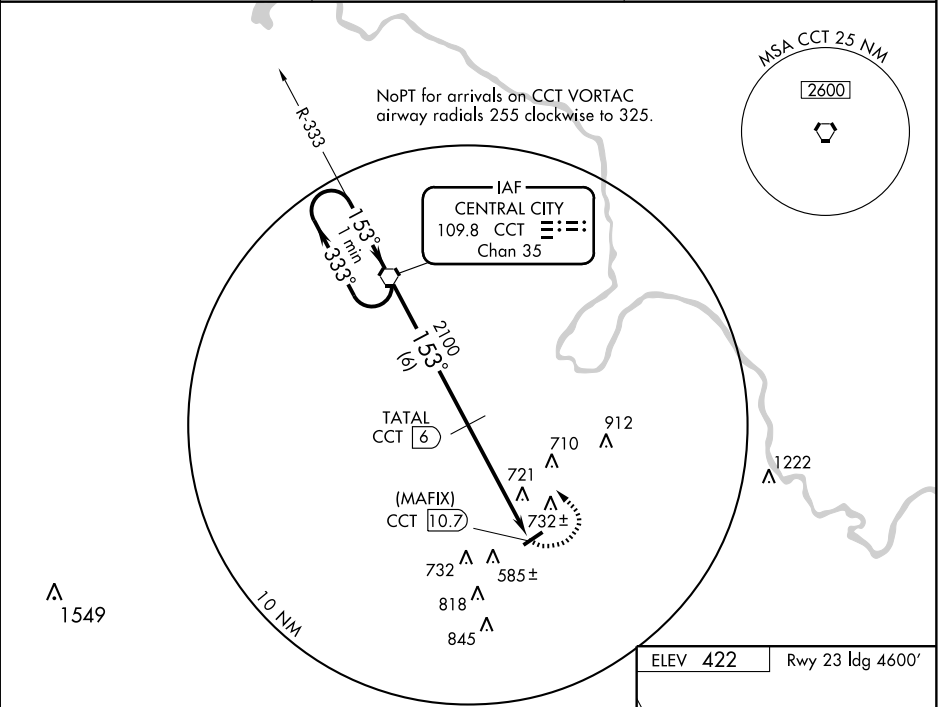
| | | | | | |
|---------|------|---------|----------|------|-----|
| VORTAC | CCT | APP CRS | Rwy Idg | TDZE | N/A |
| 109.8 | 153° | 153° | | | N/A |
| Chan 35 | | | Apt Elev | | 422 |

NA

Use Bowling Green altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct CCT VORTAC and hold.

| | | |
|-------------------|-------------------------------------|--------------------------|
| AWOS-3 120.375 | EVANSVILLE APP CON ★ 126.4 226.4 | UNICOM 123.0 (CTAF) 0 |
|-------------------|-------------------------------------|--------------------------|



ELEV 422 Rwy 23 Idg 4600'

153° 4.7 NM from FAF

5000' X 75'

MIRL Rwy 5-23 REIL Rws 5 and 23

One Minute Holding Pattern

VORTAC

2500 333° 153°

TOTAL CCT 6

2100

(MAFIX) CCT 10.7

6 NM 4.7 NM

2500 CCT 109.8

| CATEGORY | A | B | C | D | Knots | 60 | 90 | 120 | 150 | 180 |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|---------|----|----|-----|-----|-----|
| CIRCLING | 1200-1 778 (800-1) | 1200-1¼ 778 (800-1¼) | 1200-2¼ 778 (800-2¼) | 1200-2½ 778 (800-2½) | Min:Sec | | | | | |

GPS RWY 3

HARTFORD / OHIO COUNTY (7K4)

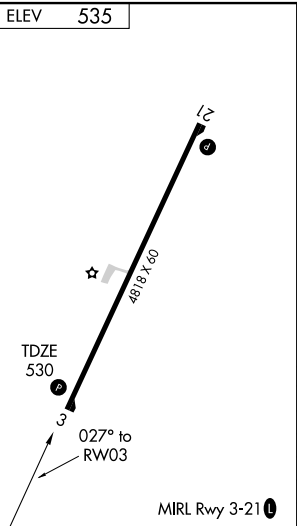
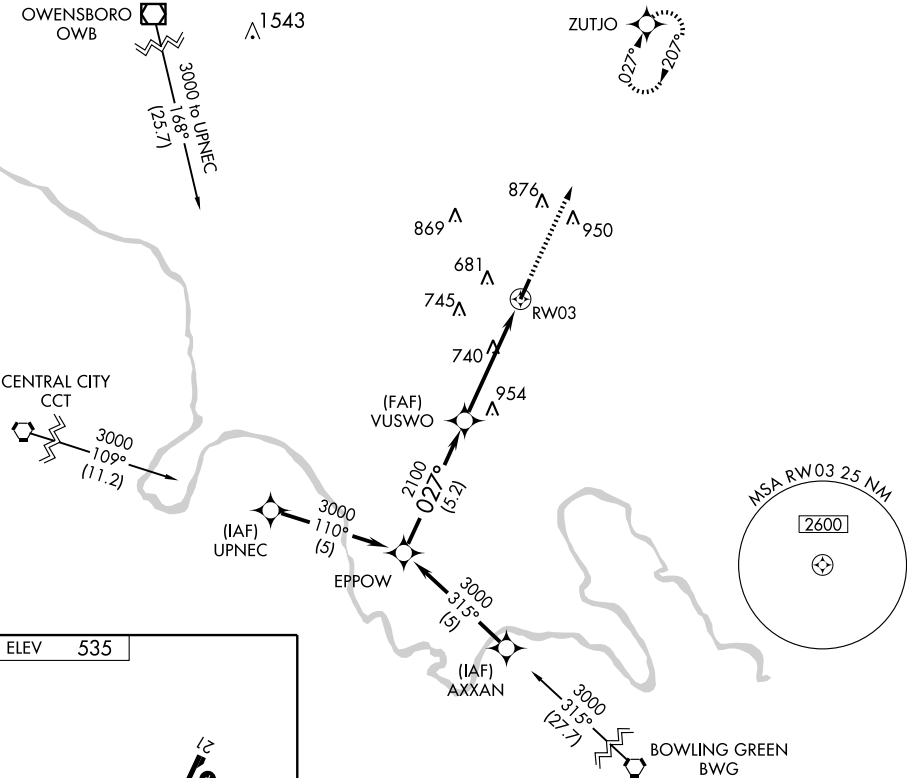
| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 4818 |
| 027° | TDZE | 530 |
| | Apt Elev | 535 |

Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting. VDP and descent angle/gradient not authorized with Bowling Green altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZUTJO WP and hold.

EVANSVILLE APP CON ★
126.4 226.4

UNICOM
122.8 (CTAF) 0



| | | | | | |
|--|--------|-------------|---|--------------|--|
| EPPOW | | 3000 | | ZUTJO | |
| Procedure Turn NA | | 027° | | 3.00° TCH 40 | |
| 5.2 NM | | 3.3 NM | | 1.5 NM | |
| CATEGORY | A | B | C | D | |
| S-3 | 1040-1 | 510 (600-1) | | NA | |
| CIRCLING | 1040-1 | 505 (600-1) | | NA | |
| BOWLING GREEN ALTIMETER SETTING MINIMUMS | | | | | |
| S-3 | 1140-1 | 610 (700-1) | | NA | |
| CIRCLING | 1140-1 | 605 (700-1) | | NA | |

GPS RWY 21

HARTFORD / OHIO COUNTY (7K4)

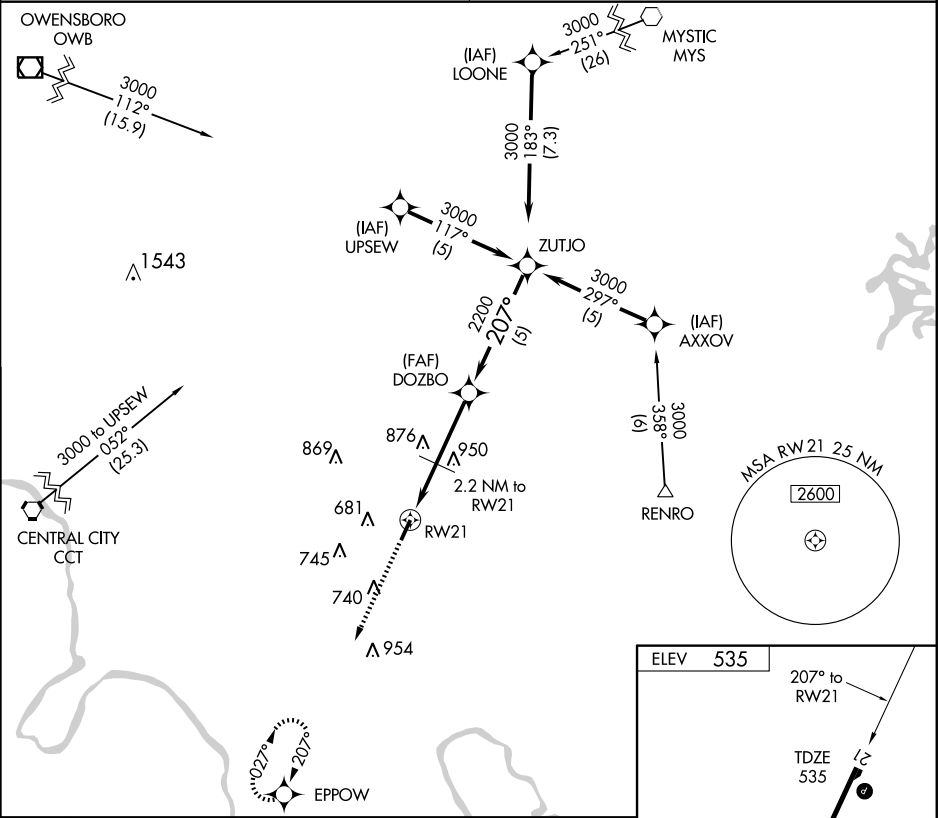
| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 4818 |
| 207° | TDZE | 535 |
| | Apt Elev | 535 |

NA

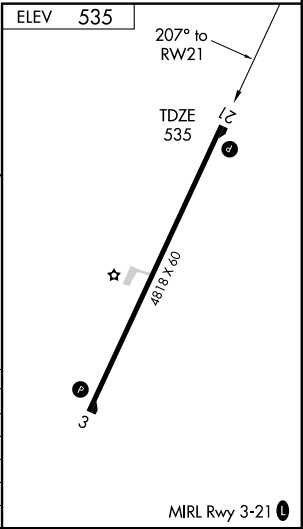
Obtain local altimeter setting on CTAF; if not received, use Bowling Green altimeter setting. VDP and descent angle/gradient not authorized with Bowling Green altimeter setting.

MISSED APPROACH: Climb to 3000 direct EPPW WP and hold.

| | |
|-------------------------------------|--------------------------|
| EVANSVILLE APP CON ★ 126.4 226.4 | UNICOM 122.8 (CTAF) 0 |
|-------------------------------------|--------------------------|



| | | |
|--|--------------------|---|
| 3000 | EPPOW | ZUTJO |
| ↑ | ★ | |
| RW21 | 1 NM to RW21 | 2.2 NM to RW21 |
| | 3.02° TCH 40' | 1260* |
| | 1 NM | 2.8 NM |
| | 1.2 NM | 5 NM |
| DOZBO | | 3000 |
| | | Procedure Turn NA |
| | | *1340 when using Bowling Green altimeter setting. |
| CATEGORY | A | B |
| S-21 | 1060-1 525 (600-1) | NA |
| CIRCLING | 1060-1 525 (600-1) | NA |
| BOWLING GREEN ALTIMETER SETTING MINIMUMS | | |
| S-21 | 1160-1 625 (700-1) | NA |
| CIRCLING | 1160-1 625 (700-1) | NA |



SE-1, 03 JUN 2010 to 01 JUL 2010

▼

NA

Obtain local altimeter setting on CTAF; if not received, use Bowling Green altimeter setting.

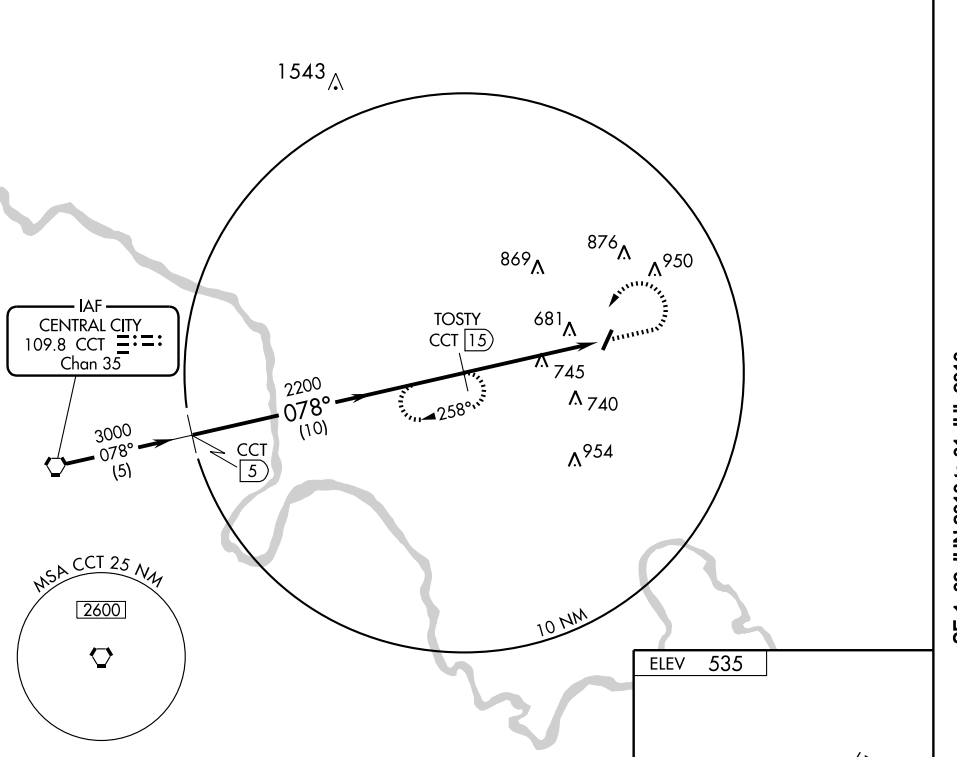
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via heading 215° and CCT R-078 to TOSTY/15 DME and hold.

EVANSVILLE APP CON ★

126.4 226.4

UNICOM

122.8 (CTAF) 0



Procedure
Turn
NA

CATEGORY

A

B

C

D

CIRCLING

1060-1
525 (600-1)

1060-1¼
525 (600-1¼)

NA

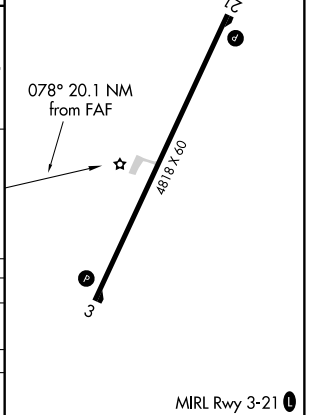
BOWLING GREEN ALTIMETER SETTING MINIMUMS

CIRCLING

1140-1
605 (700-1)

1140-1¼
605 (700-1¼)

NA



SE-1, 03 JUN 2010 to 01 JUL 2010

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5500 |
| 143° | TDZE | 1243 |
| | Apt Elev | 1253 |

RNAV (GPS) RWY 14

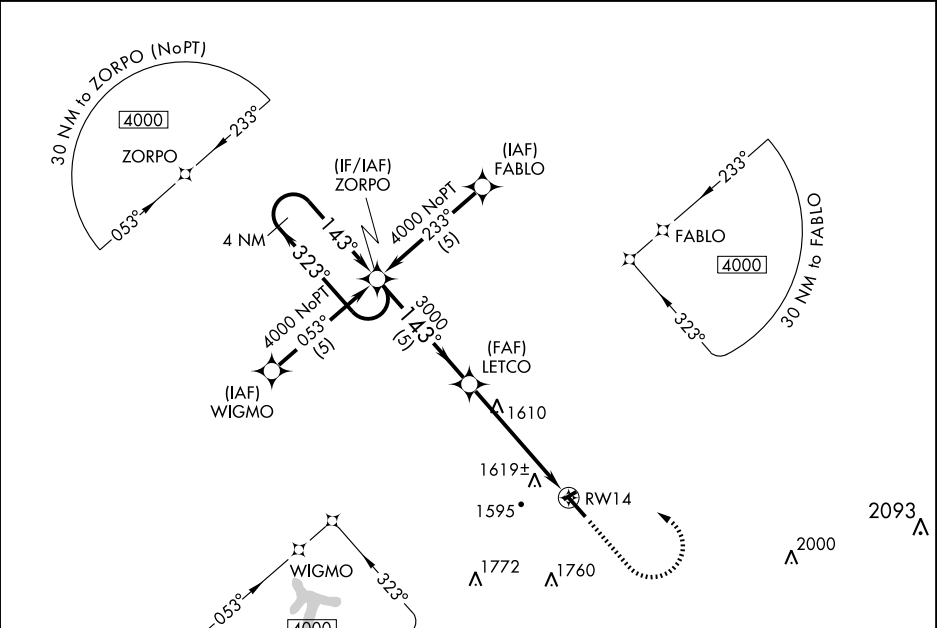
HAZARD/ WENDELL H. FORD (K20)

▼ If local altimeter setting not received, use Julian Carroll altimeter setting and increase all MDAs 60 feet.

▲ NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 not authorized. VDP NA with Julian Carroll altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 direct ZORPO WP and hold.

| | | |
|--------------------------|---|-------------------------------|
| AWOS-3 119.025 | INDIANAPOLIS CENTER 126.575 257.850 | UNICOM 122.7 (CTAF) |
|--------------------------|---|-------------------------------|



4 NM Holding Pattern

ZORPO

LETCO

3000

1.9 NM to RW14

3.00°

TCH 40

5 NM

3.5 NM

1.9

ELEV 1253

Rwy 6 Idg 2973'

Rwy 24 Idg 2968'

143° to RW14

3250 X 60

5500 X 100

TDZE 1243

| CATEGORY | A | B | C | D |
|----------|-------------|--------------|--------------|--------------|
| RNAV | 1880-1 | 637 (700-1) | 1880-1¾ | 1880-2 |
| | | | 637 (700-1¾) | 637 (700-2) |
| CIRCLING | 2000-1 | 2000-1¼ | 2000-2¼ | 2000-2½ |
| | 747 (800-1) | 747 (800-1¼) | 747 (800-2¼) | 747 (800-2½) |

MIRL Rwy 14-32

REIL Rws 14 and 32

AL-9256 (FAA)

| | |
|----------|-------------|
| Rwy Idg | 5500 |
| TDZE | 1243 |
| Apt Elev | 1253 |

VOR/DME RWY 14
HAZARD/ WENDELL H. FORD (K20)

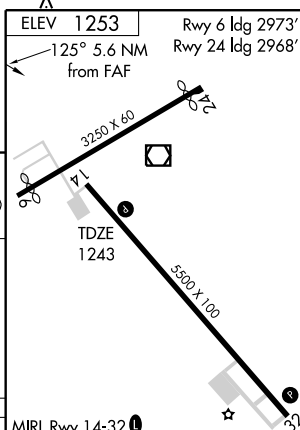
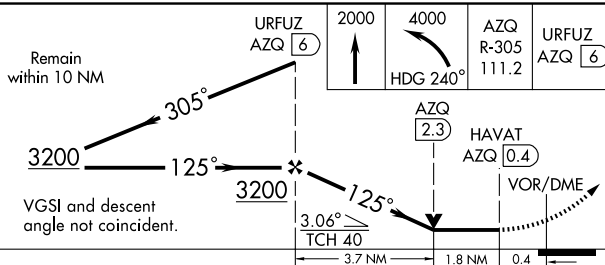
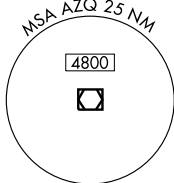
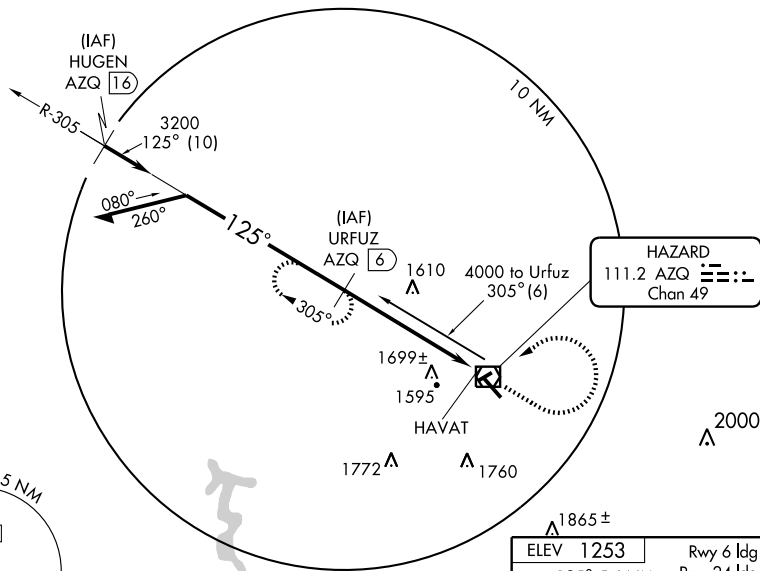
T If local altimeter setting not received, use Julian Carroll altimeter setting and increase all MDAs 60 feet.

A NA VDP NA with Julian Carroll altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via heading 240° and AZQ R-305 to URFUZ/6 DME and hold.

AWOS-3
119.025

INDIANAPOLIS CENTER
126.575 257.850

UNICOM
122.7 (CTAF) **L**

| CATEGORY | A | B | C | D | | | | | | |
|----------|--------------------|----------------------------|----------------------------|----------------------------|--|----|----|-----|-----|-----|
| S-14 | 1960-1 717 (800-1) | | 1960-2 717 (800-2) | 1960-2 1/4 717 (800-2 1/4) | MIRL Rwy 14-32 ① REIL Rwy 14 and 32 ① | | | | | |
| CIRCLING | 2000-1 747 (800-1) | 2000-1 1/4 747 (800-1 1/4) | 2000-2 1/4 747 (800-2 1/4) | 2000-2 1/2 747 (800-2 1/2) | Knots | 60 | 90 | 120 | 150 | 180 |
| | | | | | Min:Sec | | | | | |

SE-1. 03 JUN 2010 to 01 JUL 2010

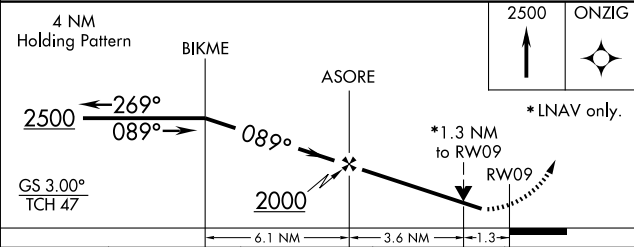
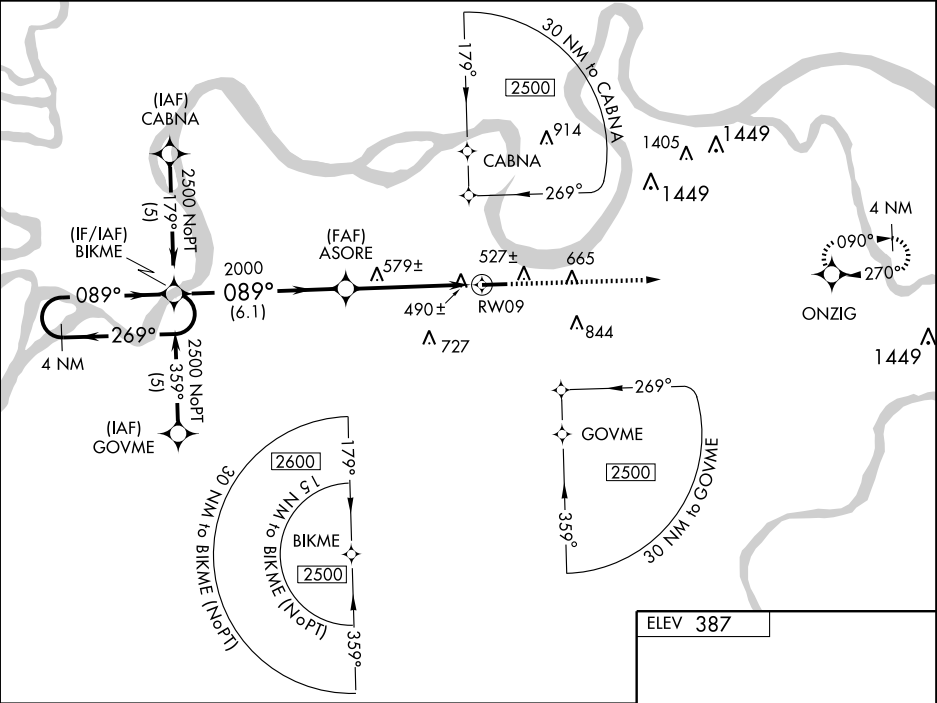
| | | | |
|---------------------------------------|------------------------|-----------------------------|---|
| WAA CH 97709 W09A | APP CRS 089° | Rwy Idg TDZE Apt Elev | 5504 385 387 |
|---------------------------------------|------------------------|-----------------------------|---|

RNAV (GPS) RWY 9

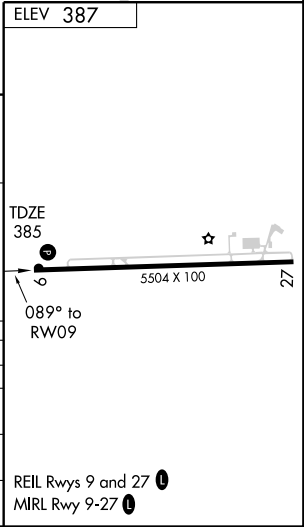
HENDERSON CITY-COUNTY (EHR)

| | |
|---|--|
| <div> <div></div> <div></div> </div> <p> DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48° C (118°F). Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile. </p> | <p> MISSED APPROACH: Climb to 2500 direct ONZIG and hold. </p> |
|---|--|

| | | |
|--------------------------|--|---------------------------------|
| AWOS-3 128.175 | EVANSVILLE APP CON ★ 126.4 257.8 | UNICOM 122.8 (CTAF) 0 |
|--------------------------|--|---------------------------------|



| CATEGORY | A | B | C | D |
|---------------|-------------------|---|---------------------|---------------------|
| LPV DA | 694-1 | | 309 (400-1) | |
| LNAV/ VNAV DA | 774-1¼ | | 389 (400-1¼) | |
| LNAV MDA | 840-1 455 (500-1) | | 840-1¼ 455 (500-1¼) | 840-1½ 455 (500-1½) |
| CIRCLING | 880-1 493 (500-1) | | 880-1½ 493 (500-1½) | 940-2 553 (600-2) |



| | | | |
|------------|---------|----------|-----|
| VORTAC PXV | APP CRS | Rwy Idg | N/A |
| 113.3 | 150° | TDZE | N/A |
| Chan 80 | | Apt Elev | 386 |

VOR-A

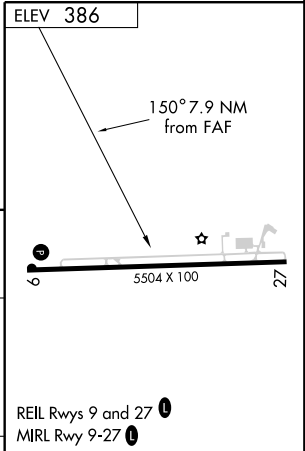
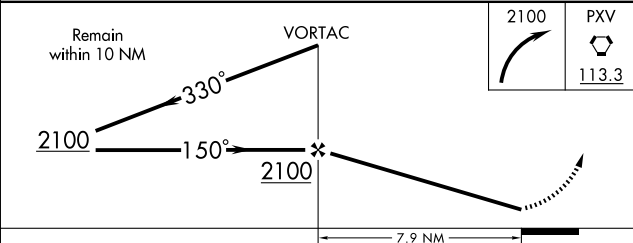
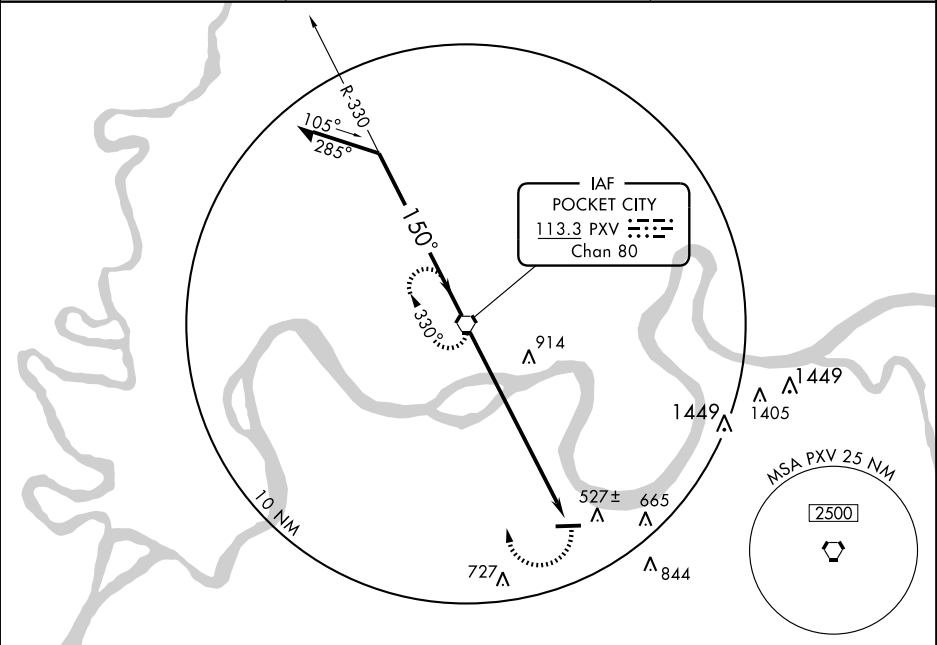
HENDERSON CITY-COUNTY (EHR)

NA

If local altimeter setting not received, use Evansville altimeter setting and increase all MDA's 80 feet.

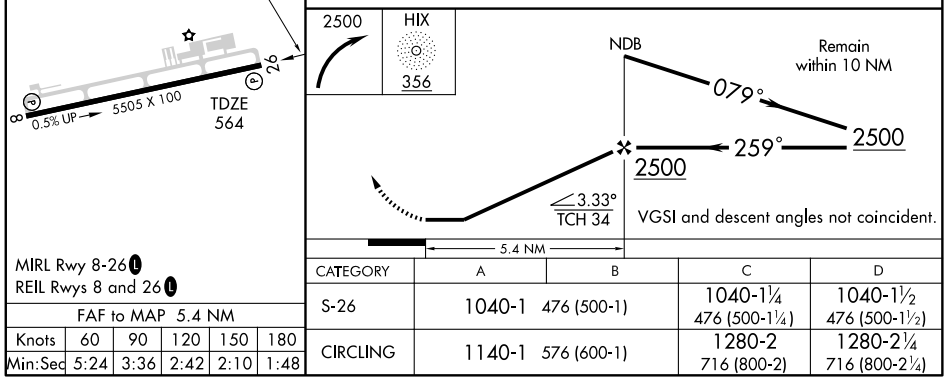
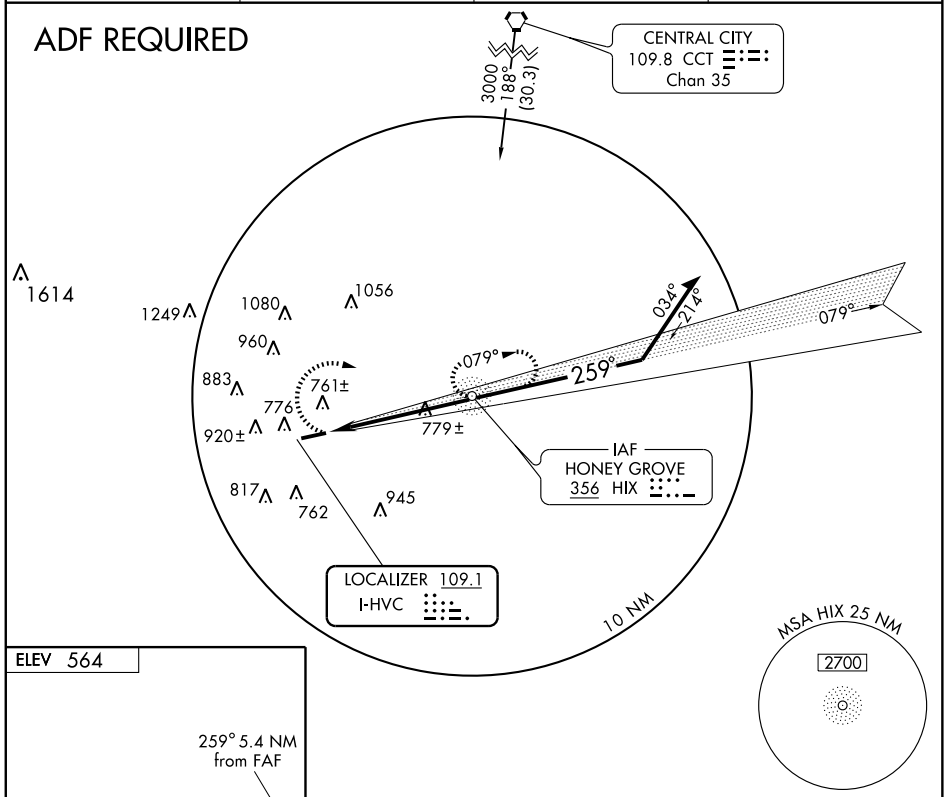
MISSED APPROACH: Climbing right turn to 2100 direct PXV VORTAC and hold.

| | | |
|-------------------|-------------------------------------|--------------------------|
| AWOS-3 128.175 | EVANSVILLE APP CON ★ 126.4 257.8 | UNICOM 122.8 (CTAF) ● |
|-------------------|-------------------------------------|--------------------------|



| CATEGORY | A | B | C | D | FAF to MAP 7.9 NM | | | | | |
|----------|-------------------|---|---------------------|---|-------------------|--|---------|------|------|------|
| CIRCLING | 920-1 534 (600-1) | | 920-1½ 534 (600-1½) | | 940-2 554 (600-2) | | Knots | 60 | 90 | 120 |
| | | | | | | | Min:Sec | 7:54 | 5:16 | 3:57 |
| | | | | | | | | | 3:10 | 2:38 |

| | | | |
|---------------------------------------|--|--|---|
| <div>LOC I-HVC</div> <div>109.1</div> | <div>APP CRS</div> <div>259°</div> | <div>Rwy Idg</div> <div>5505</div> <div>TDZE</div> <div>564</div> <div>Apt Elev</div> <div>564</div> | <div>MISSED APPROACH:</div> <div>Climbing right turn to 2500 direct HIX NDB and hold.</div> |
| <div>AWOS-3</div> <div>132.575</div> | <div>CAMPBELL APP CON</div> <div>118.1 269.525</div> | <div>CLNC DEL</div> <div>120.9</div> | <div>UNICOM</div> <div>122.8 (CTAF) 0</div> |



SE-1, 03 JUN 2010 to 01 JUL 2010

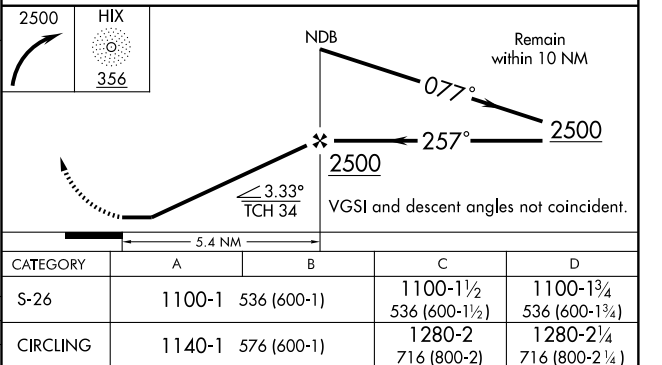
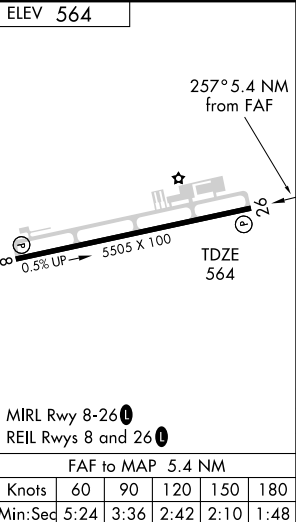
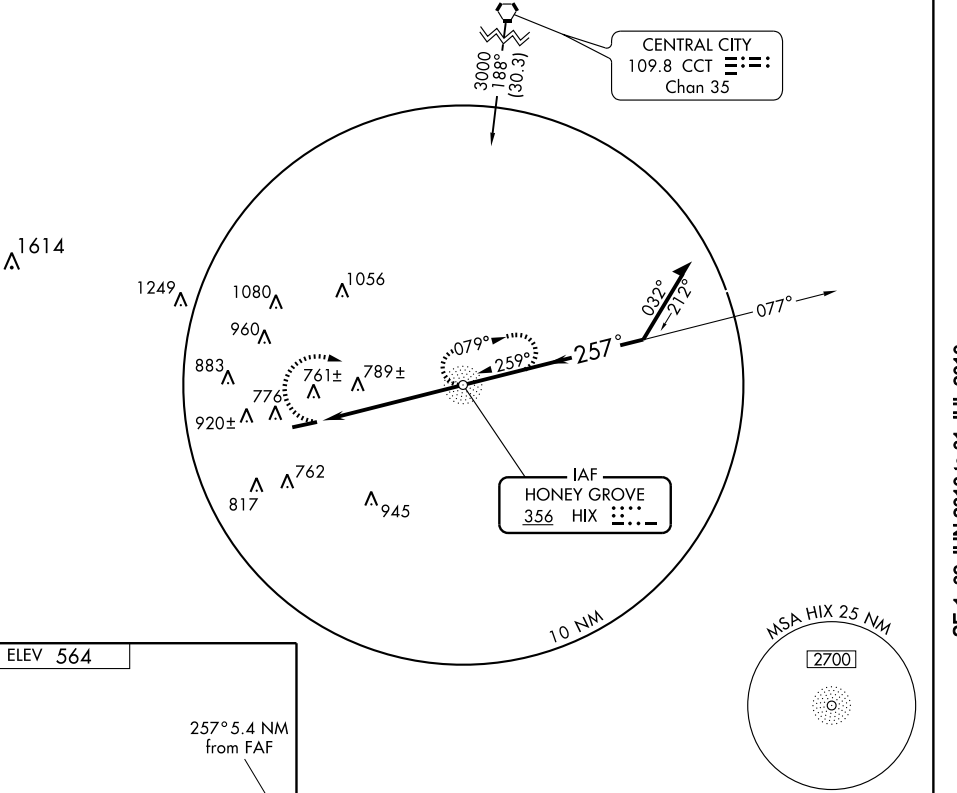
▼

NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet, and increase Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 direct HIX NDB and hold.

| | | | |
|-------------------|-----------------------------------|-------------------|--------------------------|
| AWOS-3 132.575 | CAMPBELL APP CON 118.1 269.525 | CLNC DEL 120.9 | UNICOM 122.8 (CTAF) 0 |
|-------------------|-----------------------------------|-------------------|--------------------------|



SE-1, 03 JUN 2010 to 01 JUL 2010

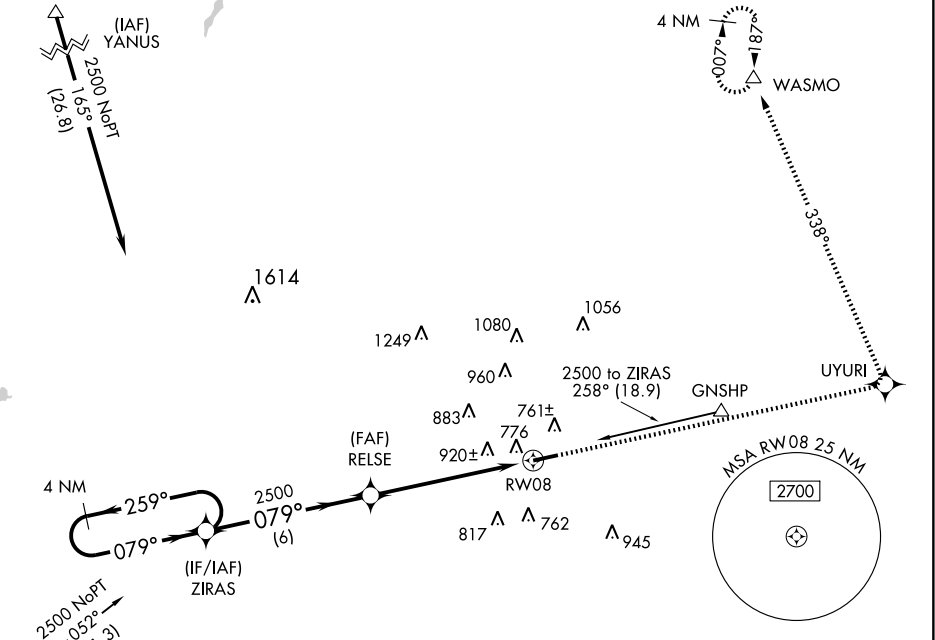
| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5505 |
| 079° | TDZE | 540 |
| | Apt Elev | 564 |

RNAV (GPS) RWY 8

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

| | | |
|---|---|---|
| <div><div>▼</div><div>DME/DME RNP-0.3 NA</div></div> <div><div>▲</div><div>NA</div></div> | DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet and Circling Cat. C and D visibility ¼ mile. | MISSED APPROACH: Climb to 3000 direct UYURI and left turn via 338° track to WASMO and hold. |
|---|---|---|

| | | | |
|-------------------|-----------------------------------|-------------------|--------------------------|
| AWOS-3 132.575 | CAMPBELL APP CON 118.1 269,525 | CLNC DEL 120.9 | UNICOM 122.8 (CTAF) 0 |
|-------------------|-----------------------------------|-------------------|--------------------------|



| | | | | |
|--|--------|-------------|-----------------------|-------------------------|
| ELEV 564 | | | | |
| <div>4 NM Holding Pattern</div> <div>ZIRAS</div> <div>RELSE</div> <div>3000</div> <div>UYURI</div> <div>338° track</div> <div>WASMO</div> <div>2500</div> <div>259°</div> <div>079°</div> <div>2500</div> <div>3.05° TCH 40</div> <div>RW08</div> <div>0.5% UP</div> <div>5505 X 100</div> <div>079° to RW08</div> | | | | |
| CATEGORY | A | B | C | D |
| RNAV MDA | 1220-1 | 680 (700-1) | 1220-2 680 (700-2) | 1220-2½ 680 (700-2½) |
| CIRCLING | 1220-1 | 656 (700-1) | 1280-2 716 (800-2) | 1280-2½ 716 (800-2½) |
| MIRL Rwy 8-26 REIL Rwy 8 and 26 | | | | |

| | | |
|------------------------|-----------------------------|---|
| APP CRS 259° | Rwy Idg TDZE Apt Elev | 5505 564 564 |
|------------------------|-----------------------------|---|

RNAV (GPS) RWY 26
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Δ NA When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet, increase LNAV and Circling Cat. C and D visibility ¼ mile.

MISSED APPROACH: Climbing
right turn to 3000 direct
WASMO and hold.

AWOS-3
132.575

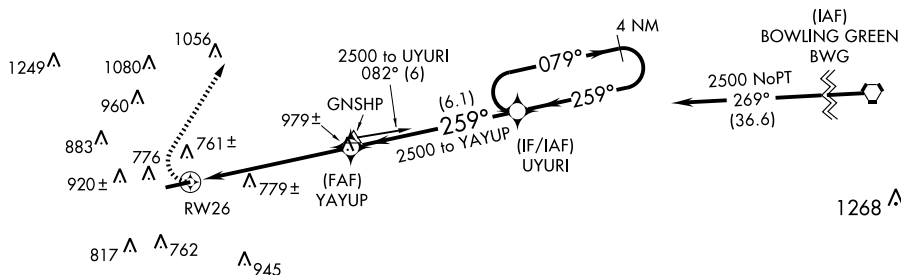
CAMPBELL APP CON
118.1 269.525

CLNC DEL
120.9

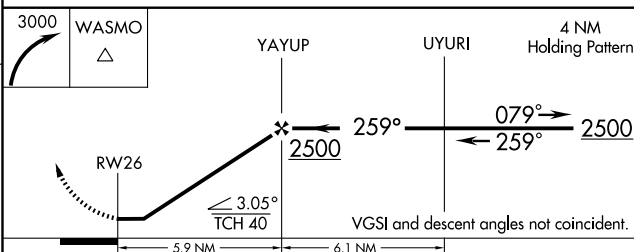
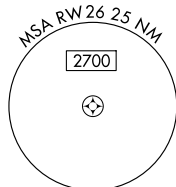
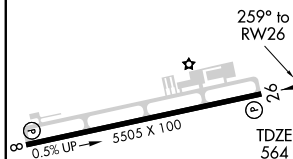
UNICOM
122.8 (CTAF) **L**



Procedure NA for arrival at BWG VORTAC on airway radials 228 CW 303.



| | |
|------|-----|
| ELEV | 564 |
|------|-----|



| CATEGORY | 5.9 NM | | 6.1 NM | |
|----------|--------|-------------|-------------------------|-------------------------|
| | A | B | C | D |
| LNAV MDA | 1040-1 | 476 (500-1) | 1040-1¼ 476 (500-1¼) | 1040-1½ 476 (500-1½) |
| CIRCLING | 1140-1 | 576 (600-1) | 1280-2 716 (800-2) | 1280-2¼ 716 (800-2¼) |

MIRL Rwy 8-26 **L**
REIL Rwy 8 and 26 **L**

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 4400 |
| 012° | TDZE | 1367 |
| | Apt Elev | 1381 |

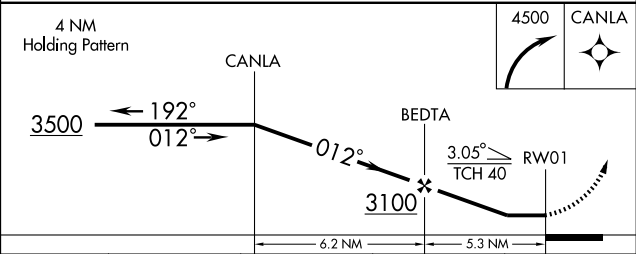
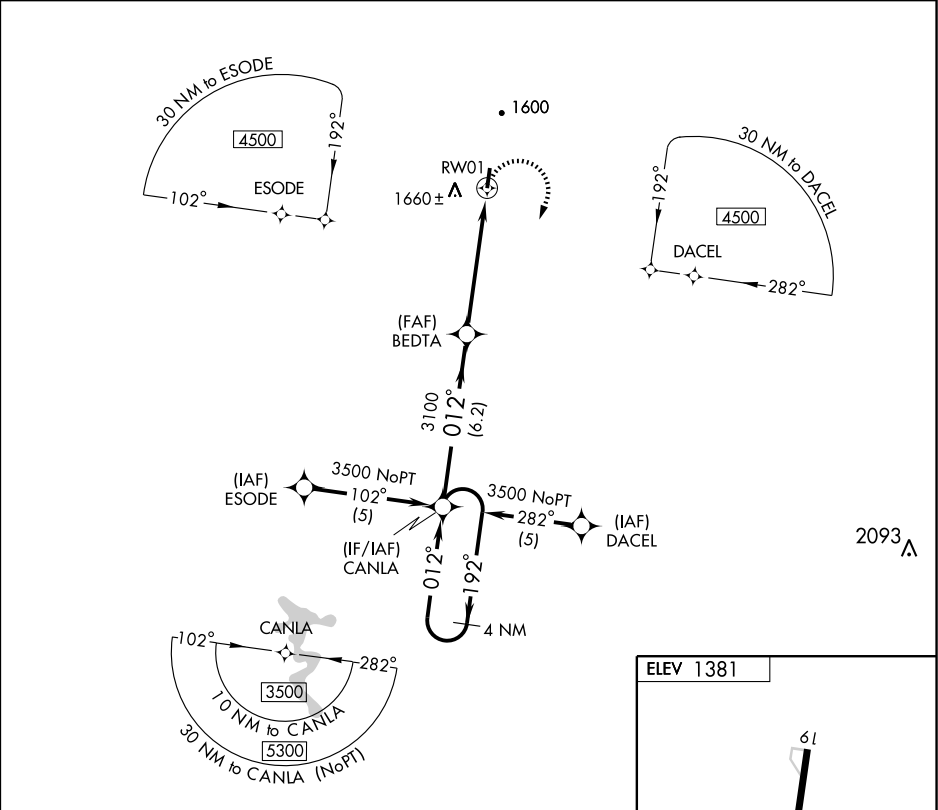
RNAV (GPS) RWY 1

JACKSON/JULIAN CARROLL (JKL)

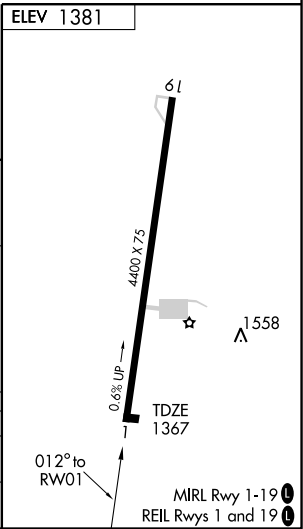
GPS or RNP-0.3 Required.
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 4500 direct CANLA WP and hold.

| | | |
|-----------------|-------------------------------------|------------------------|
| ASOS 118.375 | INDIANAPOLIS CENTER 126.57 253.5 | UNICOM 122.8 (CTAF) |
|-----------------|-------------------------------------|------------------------|



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-------------------------|
| LNAV | 1860-1 | 493 (500-1) | 1860-1½ 493 (500-1½) | 1860-1½ 493 (500-1½) |
| CIRCLING | 2020-1 | 639 (700-1) | 2020-1¾ 639 (700-1¾) | 2020-2 639 (700-2) |



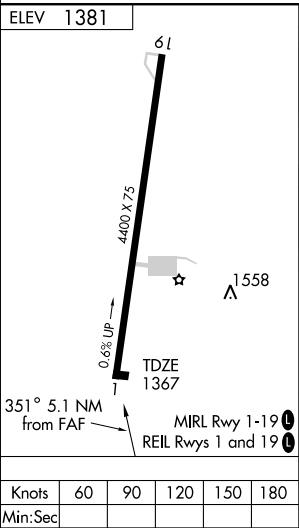
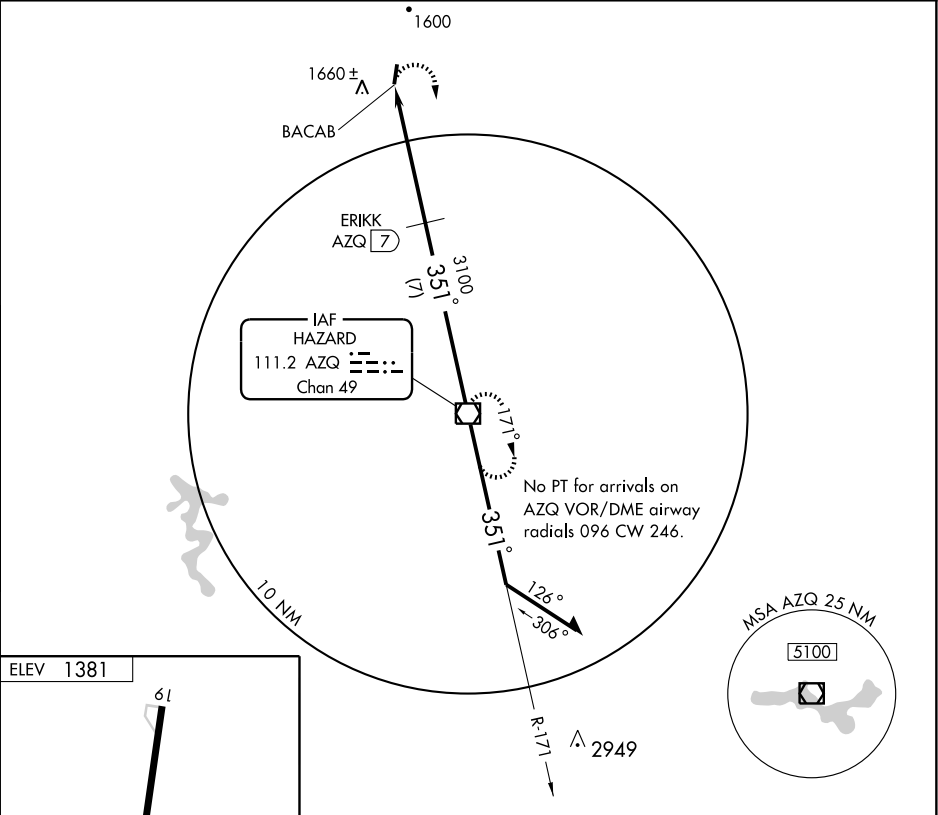
| | | | |
|-------------|---------|----------|------|
| VOR/DME AZQ | APP CRS | Rwy Idg | 4400 |
| 111.2 | 351° | TDZE | 1367 |
| Chan 49 | | Apt Elev | 1381 |

VOR/DME RWY 1
JACKSON/JULIAN CARROLL (JKL)

NA

MISSED APPROACH: Climbing right turn to 4500 direct AZQ VOR/DME and hold.

| | | |
|-----------------|-------------------------------------|--------------------------|
| ASOS 118.375 | INDIANAPOLIS CENTER 126.57 253.5 | UNICOM 122.8 (CTAF) 0 |
|-----------------|-------------------------------------|--------------------------|



| 4500 | AZQ | ERIKK | VOR/DME | Remain within 10 NM |
|----------|---------|-------------|-------------------------|-------------------------|
| 4500 | 111.2 | AZQ 7 | 171° | 4500 |
| 3100 | ≤ 3.17° | 3100 | 351° | 4500 |
| BACAB | TCH 40 | 5.1 NM | 7 NM | |
| AZQ 12.1 | | | | |
| CATEGORY | A | B | C | D |
| S-1 | 1960-1 | 593 (600-1) | 1960-1½ 593 (600-1½) | 1960-1¾ 593 (600-1¾) |
| CIRCLING | 2020-1 | 639 (700-1) | 2020-1¾ 639 (700-1¾) | 2020-2 639 (700-2) |

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5000 |
| 179° | TDZE | 1011 |
| | Apt Elev | 1011 |

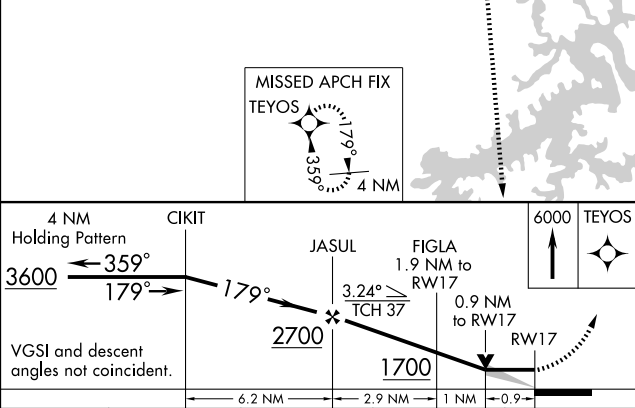
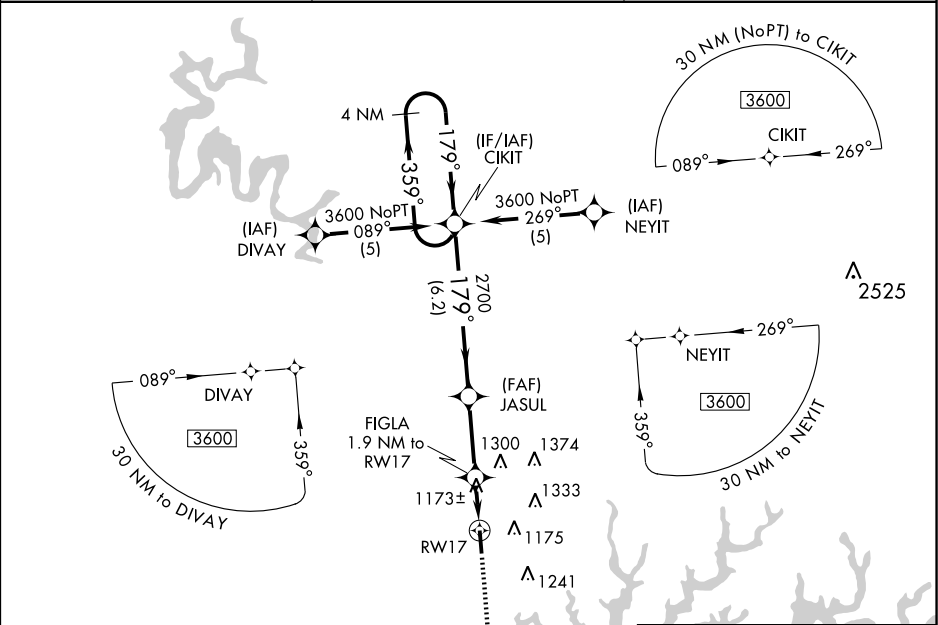
RNAV (GPS) RWY 17

JAMESTOWN/ RUSSELL COUNTY (K24)

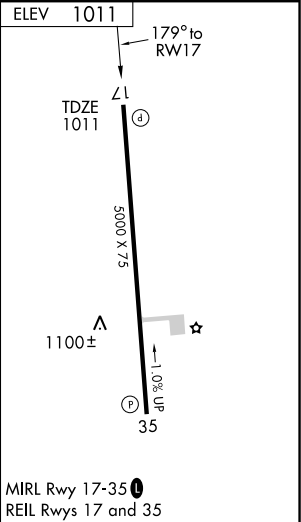
T NA
If local altimeter setting not received, use Lake Cumberland Rgnl altimeter setting and increase all MDAs 160 feet. Procedure NA at night.
VDP NA with Lake Cumberland Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct TEYOS WP and hold.

| | | |
|-----------------|--|---------------------------------|
| AWOS-3 119.6 | INDIANAPOLIS CENTER 124.625 371.925 | UNICOM 123.0 (CTAF) 0 |
|-----------------|--|---------------------------------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|----|----|
| LNAV MDA | 1440-1 | 429 (500-1) | NA | NA |
| CIRCLING | 1540-1 529 (600-1) | 1620-1 609 (700-1) | NA | NA |



MIRL Rwy 17-35 **0**
REIL Rws 17 and 35

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5000 |
| 359° | TDZE | 967 |
| | Apt Elev | 1011 |

RNAV (GPS) RWY 35
JAMESTOWN/ RUSSELL COUNTY (K24)

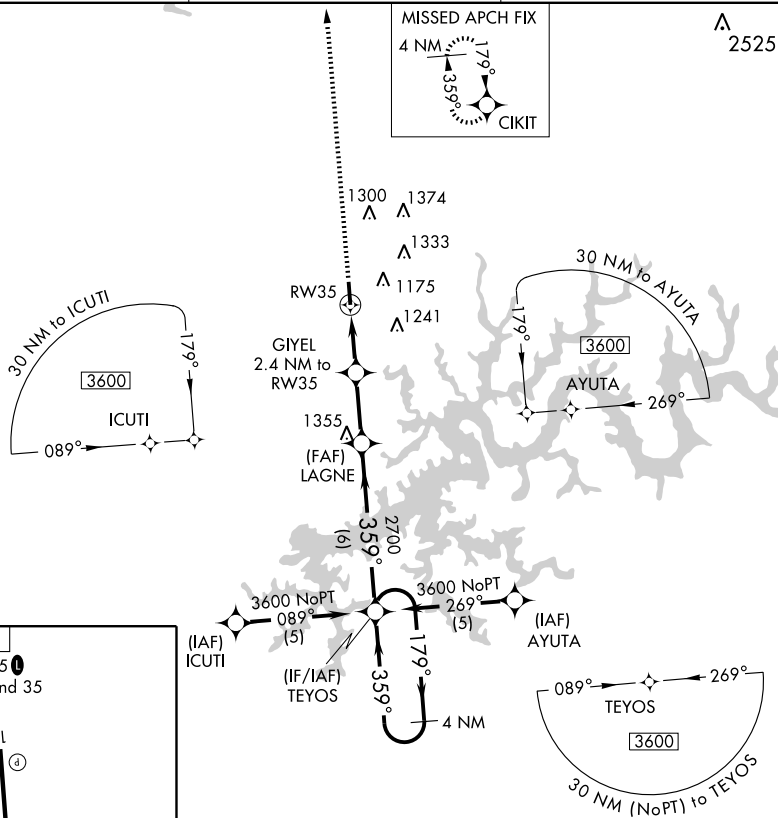
NA If local altimeter setting not received, use Lake Cumberland Rgnl altimeter setting and increase all MDAs 160 feet. Procedure NA at night.
VDP NA with Lake Cumberland Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct CIKIT WP and hold.

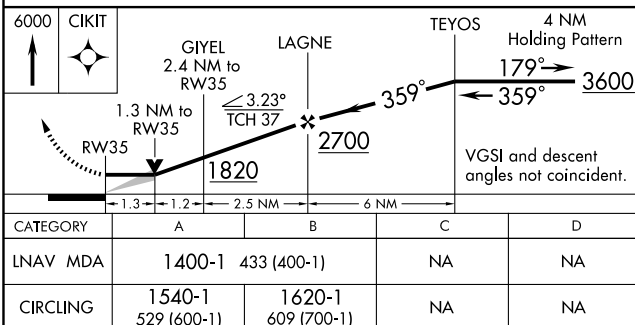
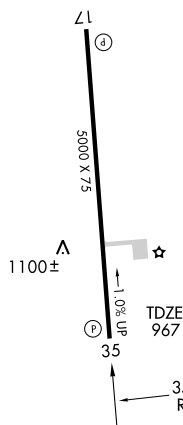
AWOS-3
119.6

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
123.0 (CTAF) **L**



| | |
|--------------------|----------|
| ELEV | 1011 |
| MIRL Rwy 17-35 | L |
| REIL Rwy 17 and 35 | |



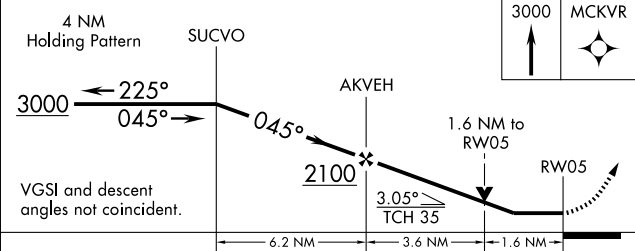
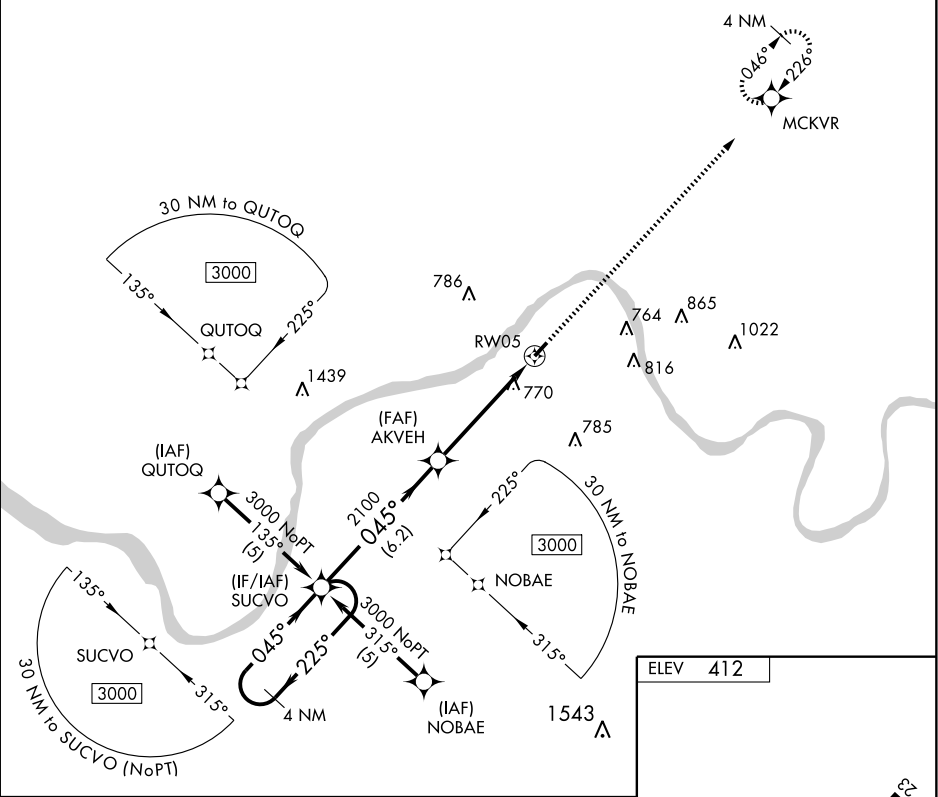
▼

▲ NA

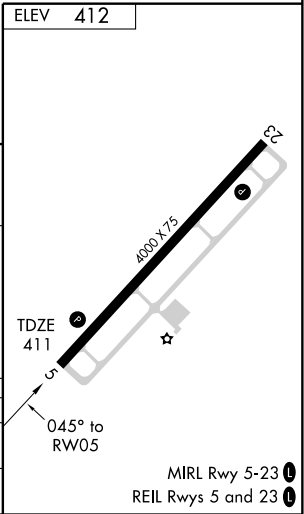
DME/DME RNP-0.3 NA. When VGSI INOP, Circling Rwy 23 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct MCKVR and hold.

| | | |
|-------------------|-------------------------------------|--------------------------|
| AWOS-3 119.775 | EVANSVILLE APP CON ★ 126.4 226.4 | UNICOM 123.0 (CTAF) 0 |
|-------------------|-------------------------------------|--------------------------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-----------------------|----|
| LNAV MDA | 1020-1 609 (700-1) | 1020-1 609 (700-1) | 1020-1 609 (700-1) | NA |
| CIRCLING | 1020-1 608 (700-1) | 1080-1 668 (700-1) | 1080-1 668 (700-1) | NA |



NA

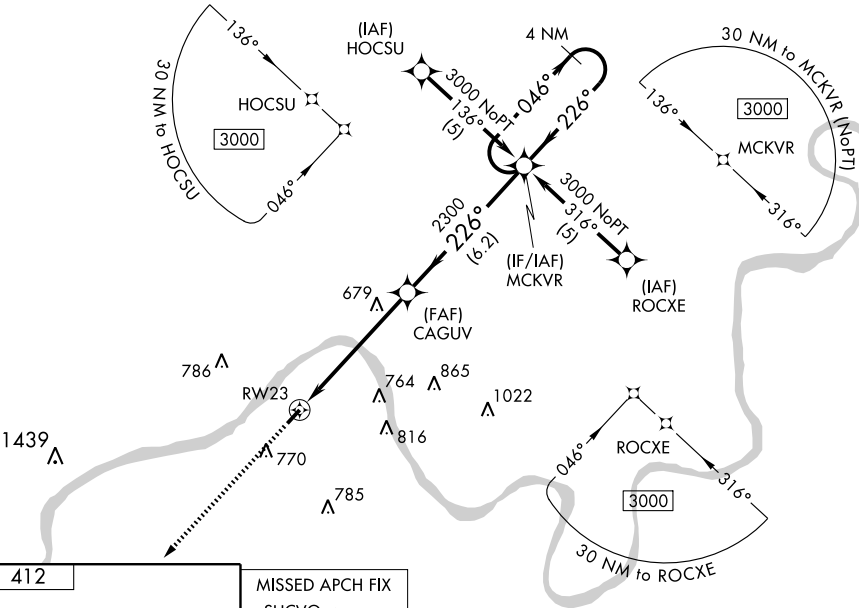
DME/DME RNP-0.3 NA. When VGSi INOP, Straight-in/Circling Rwy 23 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct SUCVO and hold.

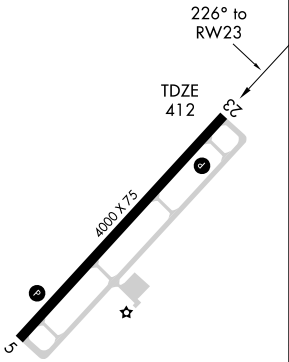
AWOS-3
119.775

EVANSVILLE APP CON ★
126.4 226.4

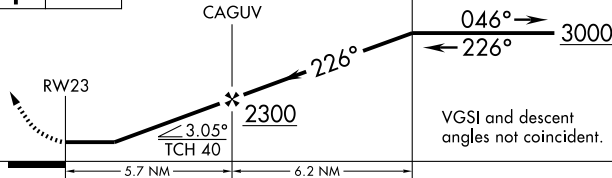
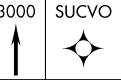
UNICOM
123.0 (CTAF) 0



ELEV 412



MISSED APCH FIX
SUCVO



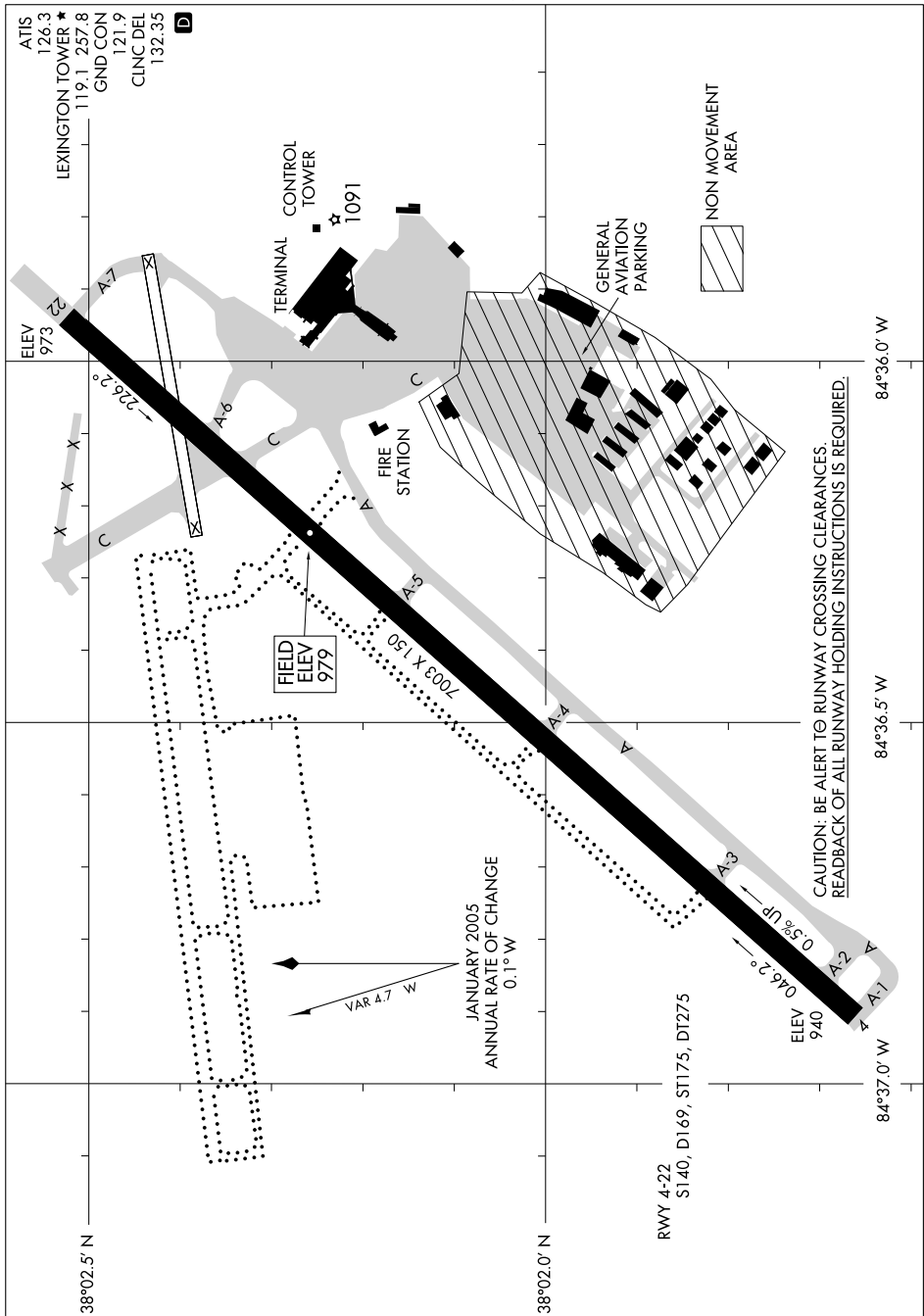
| CATEGORY | A | B | C | D |
|-----------|----------------------|-----------------------|-------------------------|----|
| LNNAV MDA | 940-1 | 528 (600-1) | 940-1½ 528 (600-1½) | NA |
| CIRCLING | 980-1 568 (600-1) | 1080-1 668 (700-1) | 1080-1¾ 668 (700-1¾) | NA |

MIRL Rwy 5-23 0
REIL Rwys 5 and 23 0

AIRPORT DIAGRAM

AL-697 (FAA)

LEXINGTON /BLUE GRASS (LEX)
LEXINGTON, KENTUCKY




SE-1. 03 JUN 2010 to 01 JUL 2010


CLEGG THREE ARRIVAL (CLEGG.CLEGG3)

BLUE GRASS
LEXINGTON, KENTUCKY


LEXINGTON APP CON
120.15 259.3
LEXINGTON BLUE GRASS ATIS
126.3


CINCINNATI
117.3 CVG 
Chan 120
N39° 00.96' - W84° 42.20'
L-26-27, H-10

WARSA
N38° 45.80' - W84° 56.89'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at 14000'.

FALMOUTH
117.0 FLN 
Chan 117

NERVE
N38° 36.94' - W85° 05.42'
VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross at 12000'.

NABB
112.4 ABB 
Chan 71

LOUISVILLE
114.8 IU 
Chan 95

CLEGG
N38° 11.15' - W84° 54.14'

LEXINGTON
112.6 HYK 
Chan 73
N37° 57.98' - W84° 28.35'

NOTE: RADAR Required.

ARRIVAL DESCRIPTION

CINCINNATI TRANSITION (CVG.CLEGG3):

From over CVG VORTAC via CVG R-221 to RDSTN INT then via HYK VORTAC R-303 to CLEGG INT. Thence...

...From over CLEGG INT via HYK R-303 to HYK VORTAC.
Expect radar vectors to final approach course after CLEGG INT.

NOTE: Chart not to scale.

| | | | |
|---------------------|-------------|----------|-------------|
| LOC I-LEX | APP CRS | Rwy Idg | 6603 |
| <u>110.1</u> | 046° | TDZE | 971 |
| | | Apt Elev | 979 |

ILS or LOC RWY 4
LEXINGTON/BLUE GRASS (LEX)

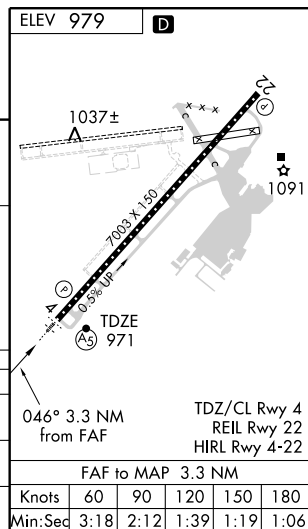
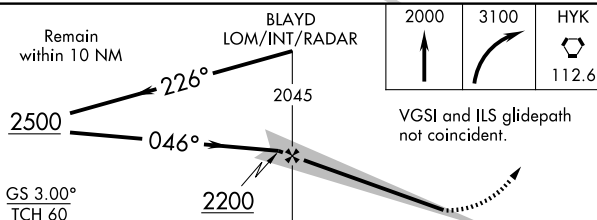
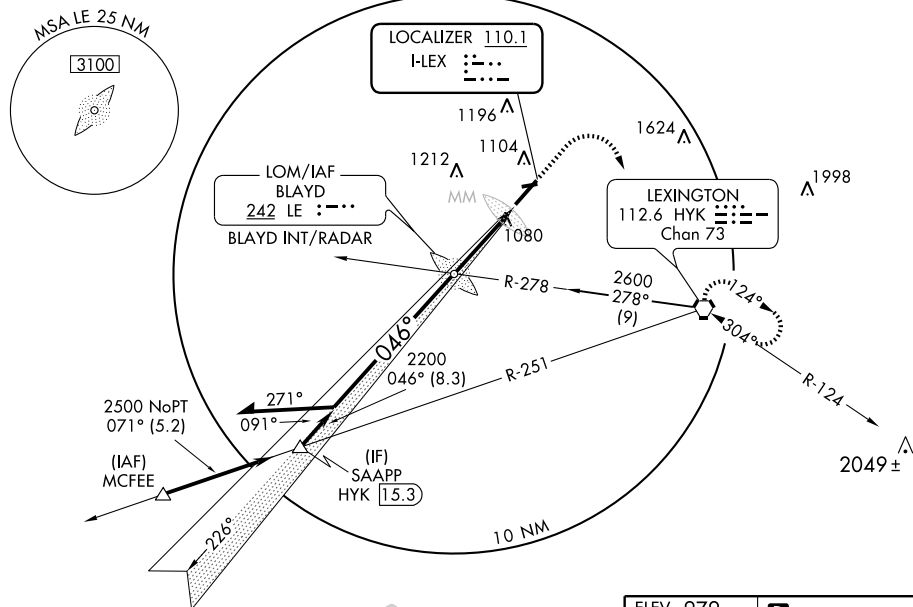
T Inoperative table does not apply to S-ILS. For inoperative
A MALSR increase S-LOC all Cats visibility to RVR 5000.
If local altimeter setting not received, use Capital City
altimeter setting and increase DA to 1234 and all MDAs
80 feet. Visibility reduction by helicopters NA.

MALSR



MISSED APPROACH: Climb to 2000, then climbing right turn to 3100 direct HYK VORTAC and hold, continue climb-in-hold to 3100.

| | | | | | |
|-------|-------------------|-----------------|---------|----------|---------|
| ATIS | LEXINGTON APP CON | LEXINGTON TOWER | GND CON | CLNC DEL | UNICOM |
| 126.3 | 120.15 259.3 | 119.1 257.8 | 121.9 | 132.35 | 122.950 |



| CATEGORY | | A | B | C | D |
|----------|--|-----------------------|-----------------------|-------------------------|-----------------------|
| S-ILS 4 | | 1171/40 200 (200-¾) | | | |
| S-LOC 4 | | 1300/40 329 (400-¾) | | | |
| CIRCLING | | 1420-1 441 (500-1) | 1440-1 461 (500-1) | 1440-1½ 461 (500-1½) | 1540-2 561 (600-2) |

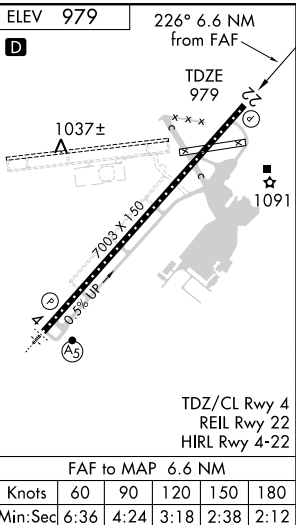
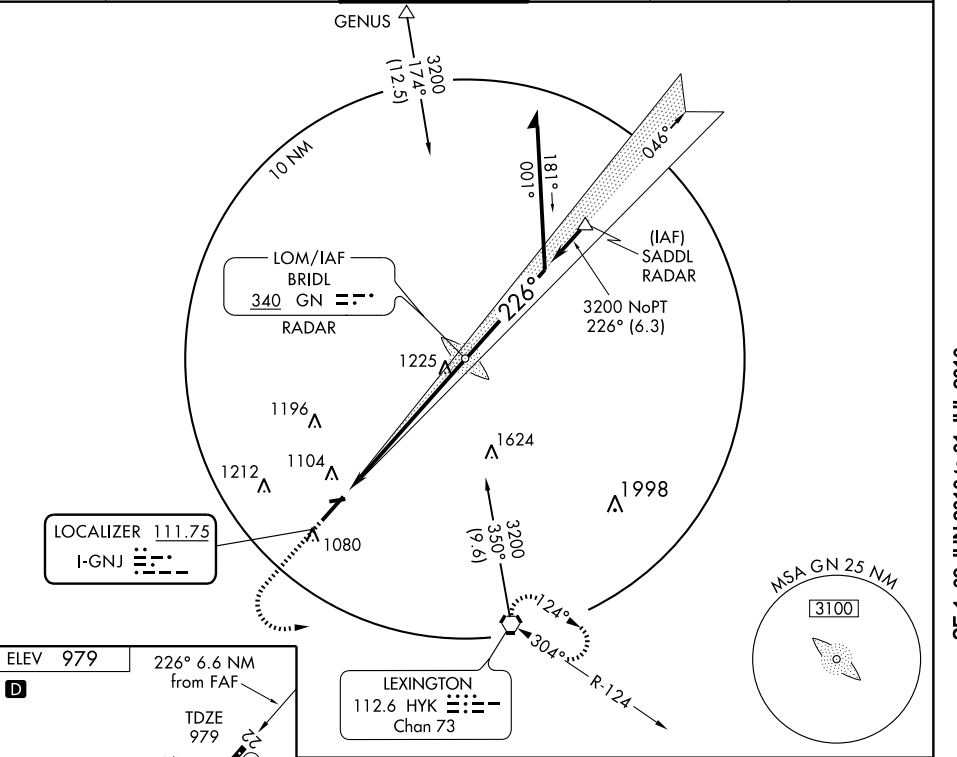
▼

▲

If local altimeter setting not received, use Capital City altimeter setting and increase DA to 1242 and all MDAs 80 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 direct HYK VORTAC and hold, continue climb-in-hold to 3100.

| | | | | | |
|---------------|-----------------------------------|--------------------------------|------------------|--------------------|-------------------|
| ATIS 126.3 | LEXINGTON APP CON 120.15 259.3 | LEXINGTON TOWER 119.1 257.8 | GND CON 121.9 | CLNC DEL 132.35 | UNICOM 122.950 |
|---------------|-----------------------------------|--------------------------------|------------------|--------------------|-------------------|



| | | | | |
|---|------------------------|-------------|-------------------------------|-------------------------------|
| <div><div>2000</div><div>3100</div><div>HYK 112.6</div></div> <div>VGSI and ILS glidepath not coincident.</div> <div><div>LOM 3149</div><div>046°</div><div>226°</div><div>3200</div><div>3200</div><div>GS 3.00° TCH 55</div><div>6.6 NM</div></div> | | | | |
| CATEGORY | A | B | C | D |
| S-ILS 22 | 1179-3/4 200 (200-3/4) | | | |
| S-LOC 22 | 1520-1 | 541 (600-1) | 1520-1 1/2 541 (600-1 1/2) | 1520-1 3/4 541 (600-1 3/4) |
| CIRCLING | 1520-1 | 541 (600-1) | 1520-1 1/2 541 (600-1 1/2) | 1540-2 561 (600-2) |

SE-1. 03 JUN 2010 to 01 JUL 2010

| | | |
|--|------------------------|---|
| WAAS CH 70401 W04A | APP CRS 046° | Rwy Idg 6603 TDZE 971 Apt Elev 979 |
|--|------------------------|---|

RNAV (GPS) RWY 4

LEXINGTON/BLUE GRASS (LEX)

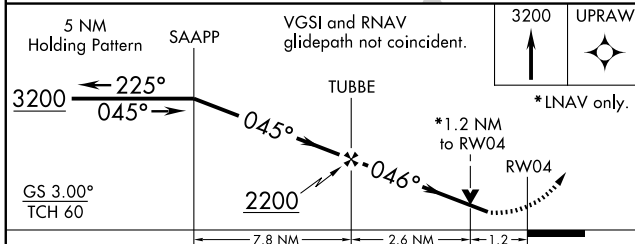
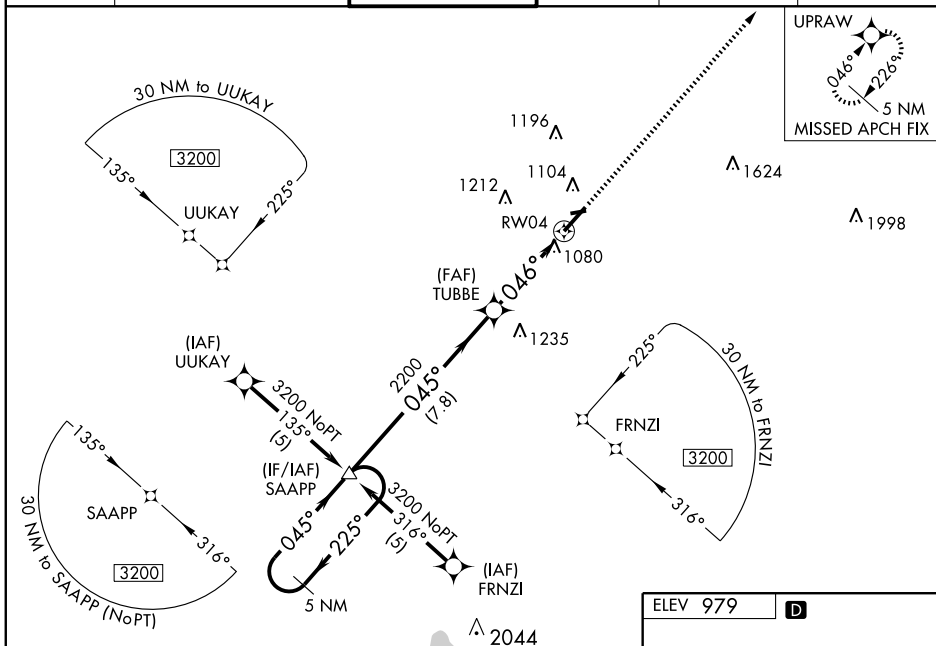
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or
▲ above 47°C (116°F). If local altimeter setting not received, use Capital City
 altimeter setting and increase all DAs 63 feet and all MDAs 80 feet. Baro-VNAV
 and VDP NA when using Capital City altimeter setting. DME/DME RNP 0.3 NA.
 For inoperative MALS increase LPV all Cals visibilities to RVR 5000, and LNAV Cals
 A, B, C to RVR 5000. Cat. D to RVR 6000. Visibility reduction by helicopters NA.

MALSR

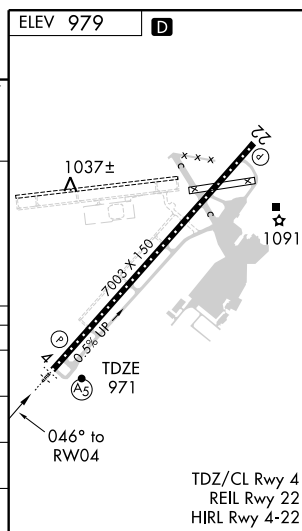


MISSED APPROACH:
Climb to 3200 direct
UPRAW and hold.

| | | | | | |
|-------|-------------------|-----------------|---------|----------|---------|
| ATIS | LEXINGTON APP CON | LEXINGTON TOWER | GND CON | CLNC DEL | UNICOM |
| 126.3 | 120.15 259.3 | 119.1 257.8 | 121.9 | 132.35 | 122.950 |




| CATEGORY | A | B | C | D |
|------------------|-------------------------|-------------------------|-----------------------|------------------------|
| LPV DA | 1274/40 303 (300-¾) | | | |
| LNAV/ VNAV DA | 1362/50 391 (400-1) | | | |
| LNAV MDA | 1340/40 369 (400-¾) | | | 1340/50 369 (400-1) |
| CIRCLING | 1420-1½ 441 (500-1½) | 1440-1½ 461 (500-1½) | 1540-2 561 (600-2) | |



| | | |
|--|------------------------|---|
| WAAS CH 90201 W22A | APP CRS 226° | Rwy Idg 6603 TDZE 979 Apt Elev 979 |
|--|------------------------|---|

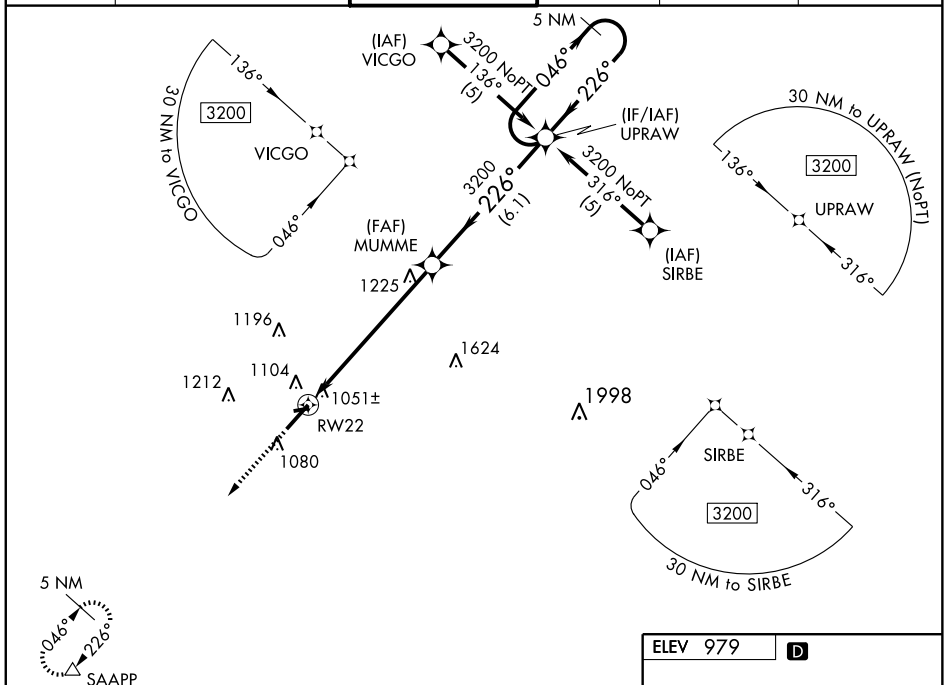
RNAV (GPS) RWY 22

LEXINGTON/BLUE GRASS (LEX)

 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Capital City altimeter setting and increase all DAs 63 feet and all MDAs 80 feet. Baro-VNAV and VDP NA when using Capital City altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH:
Climb to 3200 direct
SAAPP and hold.

| | | | | | |
|---------------|-----------------------------------|--------------------------------|------------------|--------------------|-------------------|
| ATIS 126.3 | LEXINGTON APP CON 120.15 259.3 | LEXINGTON TOWER 119.1 257.8 | GND CON 121.9 | CLNC DEL 132.35 | UNICOM 122.950 |
|---------------|-----------------------------------|--------------------------------|------------------|--------------------|-------------------|



VGS1 and RNAV glidepath not coincident.

5 NM Holding Pattern

MUMME

UPRAW

3200

046°

226°

1.6 NM

5.1 NM

6.1 NM

RW22

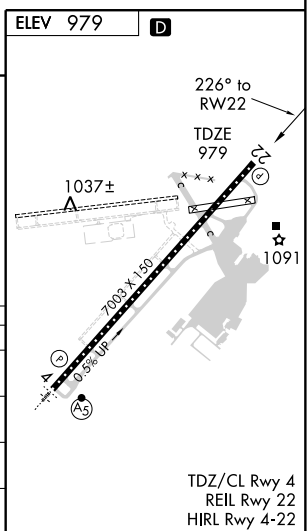
*1.6 NM to RW22

*RNAV only.

GS 3.00°

TCH 55

| CATEGORY | A | B | C | D |
|------------------|---------|--------------|------------------------|------------------------|
| LPV DA | 1267-1 | 288 (300-1) | | |
| RNAV/ VNAV DA | 1332-1¼ | 353 (400-1¼) | | |
| RNAV MDA | 1520-1 | 541 (600-1) | 1520-1½ 541 (600-½) | 1520-1¾ 541 (600-¾) |
| CIRCLING | 1520-1¼ | 541 (600-¼) | 1520-1½ 541 (600-½) | 1540-2 561 (600-2) |



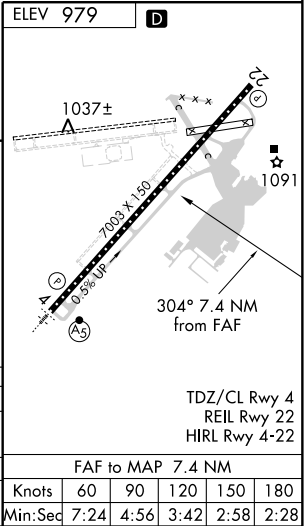
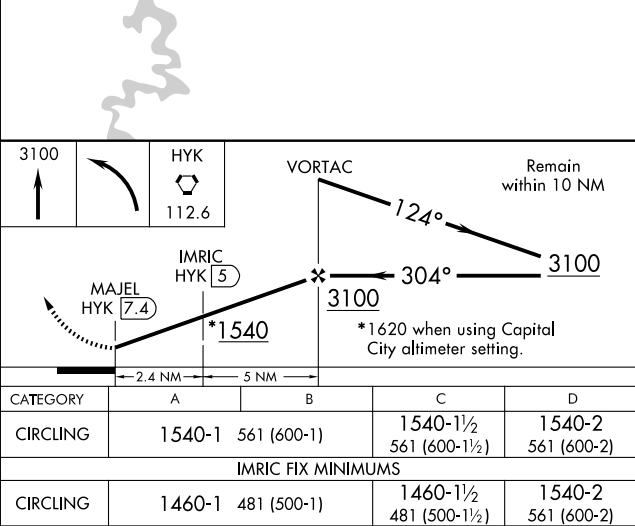
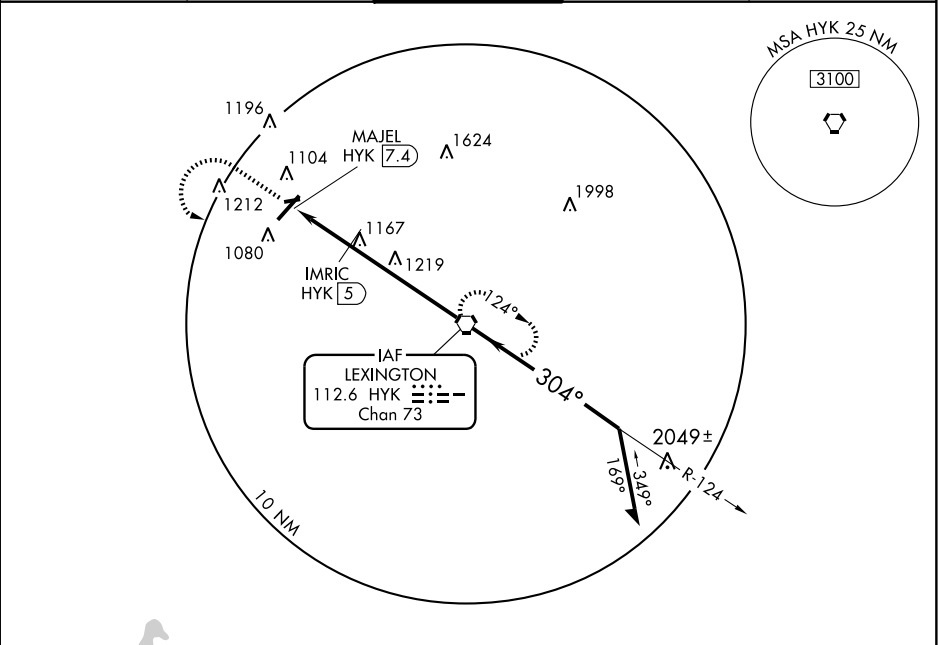
▼

▲

If local altimeter setting not received, use Capital City altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3100 then left turn direct HYK VORTAC and hold.

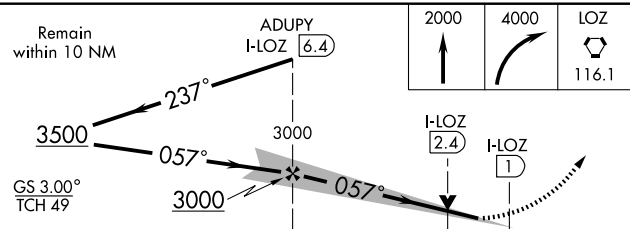
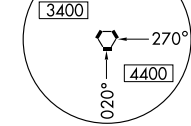
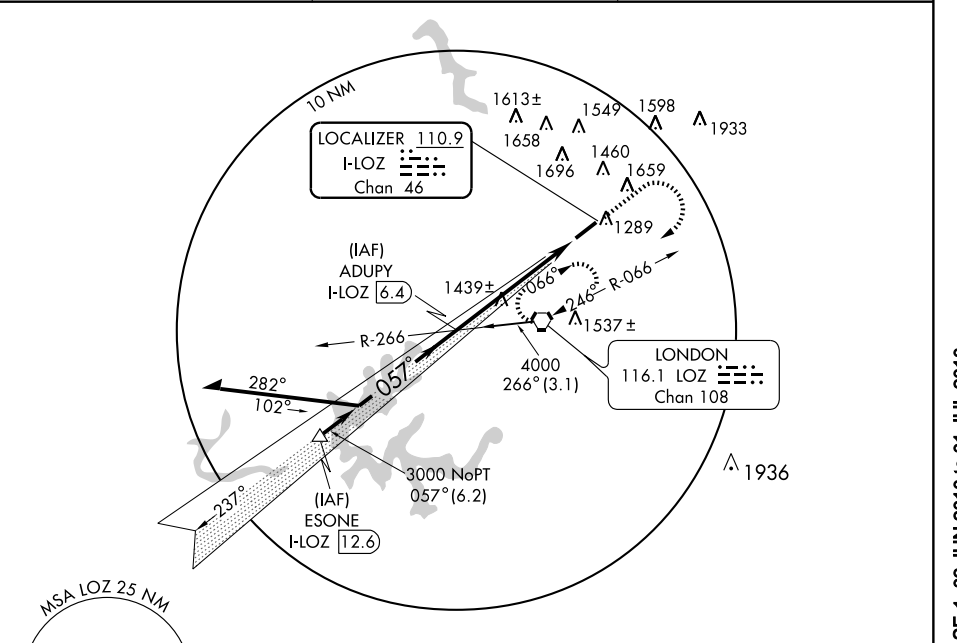
| | | | | |
|---------------|-----------------------------------|--------------------------------|------------------|--------------------|
| ATIS 126.3 | LEXINGTON APP CON 120.15 259.3 | LEXINGTON TOWER 119.1 257.8 | GND CON 121.9 | CLNC DEL 132.35 |
|---------------|-----------------------------------|--------------------------------|------------------|--------------------|



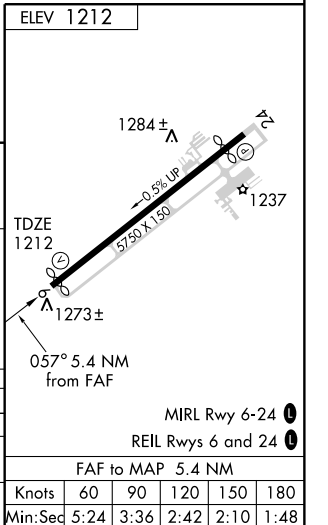
V VDP NA when using Somerset altimeter setting.
A If local altimeter setting not received, use Somerset altimeter setting and increase all DAs/MDAs 100 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct LOZ VORTAC and hold, continue climb-in-hold to 4000.

| | | |
|-----------------|--|---------------------------------|
| ASOS 119.075 | INDIANAPOLIS CENTER 124.625 371.925 | UNICOM 123.0 (CTAF) 0 |
|-----------------|--|---------------------------------|



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------------|-------------------------------|
| S-ILS 6 | | 1412-3/4 | 200 (200-3/4) | |
| S-LOC 6 | 1700-1 | 488 (500-1) | 1700-1 1/4 488 (500-1 1/4) | 1700-1 1/2 488 (500-1 1/2) |
| CIRCLING | 1780-1 | 568 (600-1) | 2040-2 1/2 828 (900-2 1/2) | 2040-2 3/4 828 (900-2 3/4) |



SE-1, 03 JUN 2010 to 01 JUL 2010

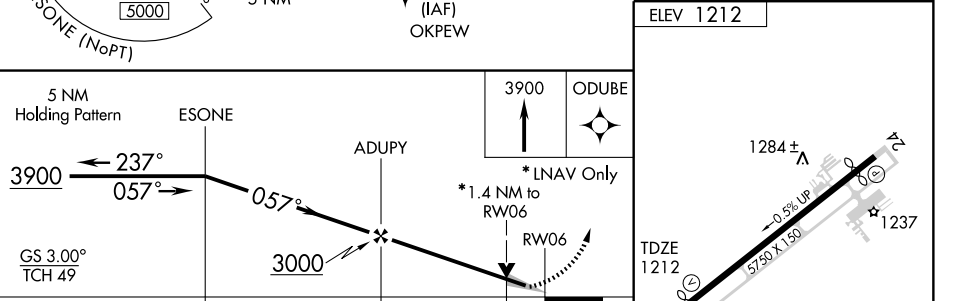
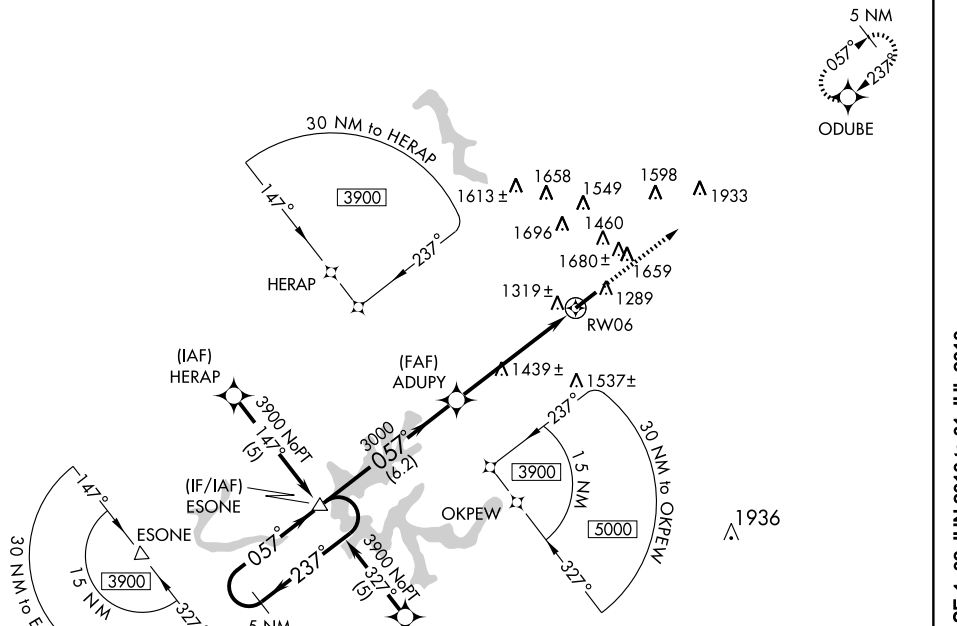
▼

▲

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Somerset altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (116° F). Baro-VNAV and VDP NA when using Somerset altimeter setting.

MISSED APPROACH: Climb to 3900 direct ODUBE and hold.

| | | |
|-----------------|--|--------------------------|
| ASOS 119.075 | INDIANAPOLIS CENTER 124.625 371.925 | UNICOM 123.0 (CTAF) 0 |
|-----------------|--|--------------------------|



| CATEGORY | A | B | C | D |
|--------------|------------------------|------------------------|------------------------|------------------------|
| LPV DA | 1462-3/4 250 (300-3/4) | | | |
| LNAV/VNAV DA | 1589-1 377 (400-1 1/4) | | | |
| LNAV MDA | 1700-1 488 (500-1) | 1700-1 488 (500-1 1/4) | 1700-1 488 (500-1 1/2) | 1700-1 488 (500-1 1/2) |
| CIRCLING | 1780-1 568 (600-1 1/4) | 2040-2 828 (900-2 1/2) | 2040-2 828 (900-2 1/2) | 2040-2 828 (900-2 3/4) |

ELEV 1212

ODUBE

1284±

1237

TDZE 1212

1273±

057° to RW06

5750X 150

0.5% UP

MIRL Rwy 6-24 0

REIL Rwy 6 and 24 0

SE-1, 03 JUN 2010 to 01 JUL 2010

| | | | |
|------------|---------|----------|------|
| VORTAC LOZ | APP CRS | Rwy Idg | 5650 |
| 116.1 | 025° | TDZE | 1212 |
| Chan 108 | | Apt Elev | 1212 |

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

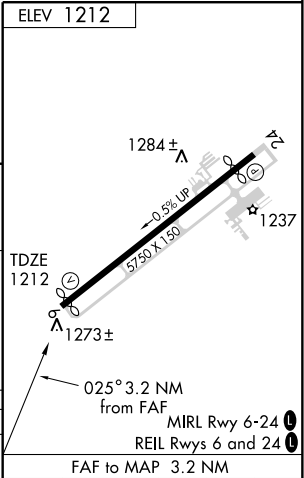
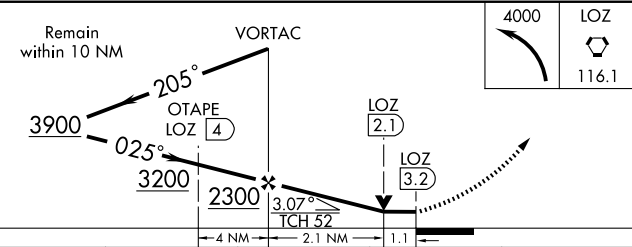
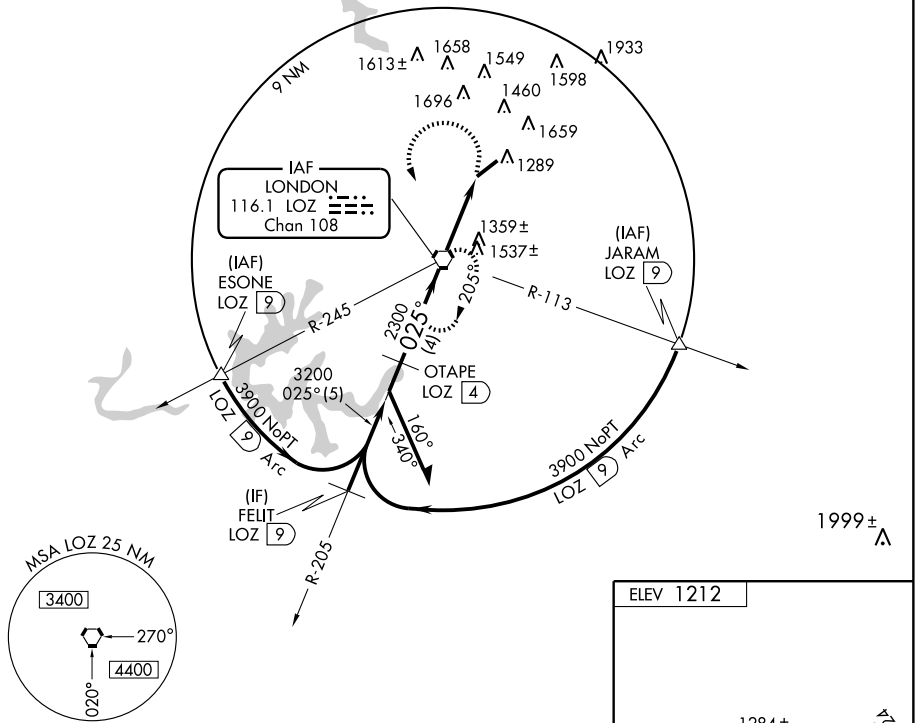


If local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet.
VDP NA when using Somerset altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct LOZ VORTAC and hold, continue climb-in-hold to 4000.

| | | |
|-----------------|--|--------------------------|
| ASOS 119.075 | INDIANAPOLIS CENTER 124.625 371.925 | UNICOM 123.0 (CTAF) 0 |
|-----------------|--|--------------------------|

DME REQUIRED



| CATEGORY | A | B | C | D |
|----------|--------------------|----------------------|----------------------|---|
| S-6 | 1620-1 408 (500-1) | 1620-1¼ 408 (500-1¼) | | |
| CIRCLING | 1780-1 568 (600-1) | 2040-2½ 828 (900-2½) | 2040-2¾ 828 (900-2¾) | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|------|------|------|------|------|
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |

AIRPORT DIAGRAM

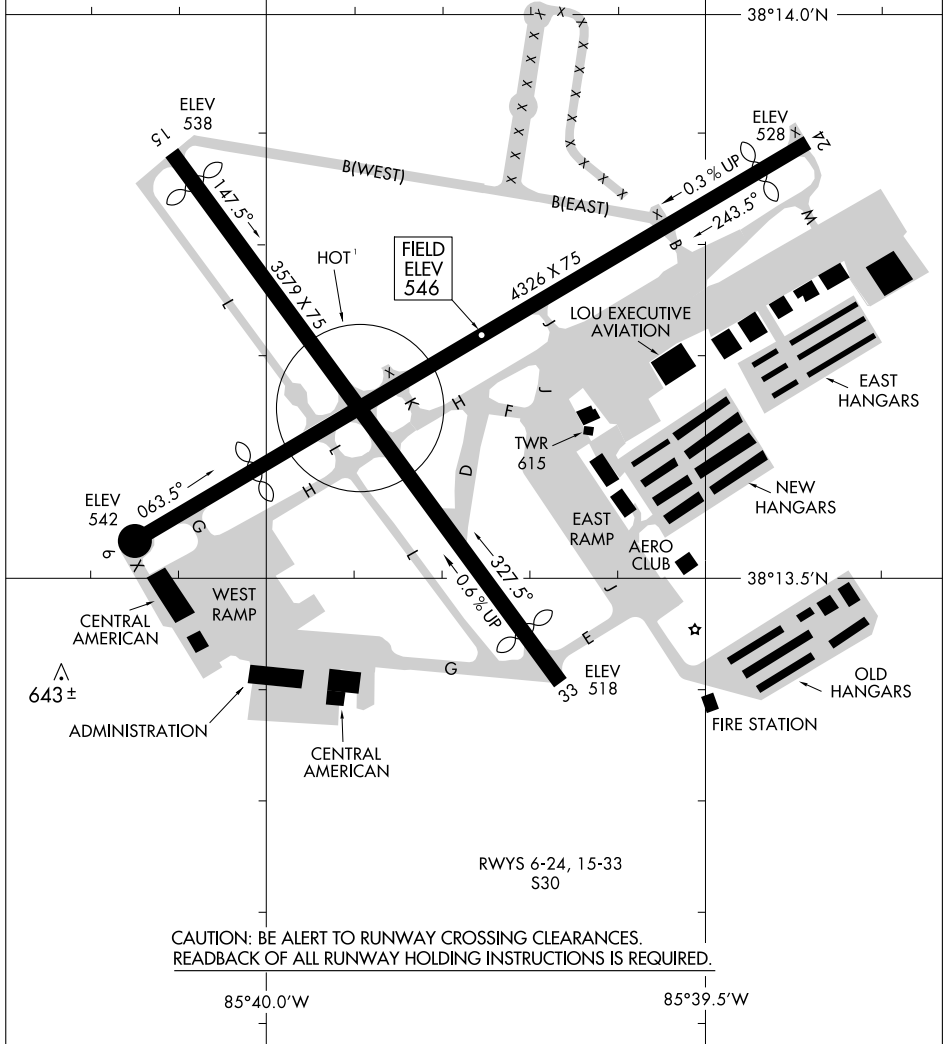
 LOUISVILLE/BOWMAN FIELD (LOU)
 LOUISVILLE, KENTUCKY

ATIS
 112.2
 BOWMAN TOWER ★
 119.5 257.625
 GND CON
 121.8
 CLNC DEL
 118.9

D

AL-238 (FAA)

JANUARY 2005
 ANNUAL RATE OF CHANGE
 0.1° W

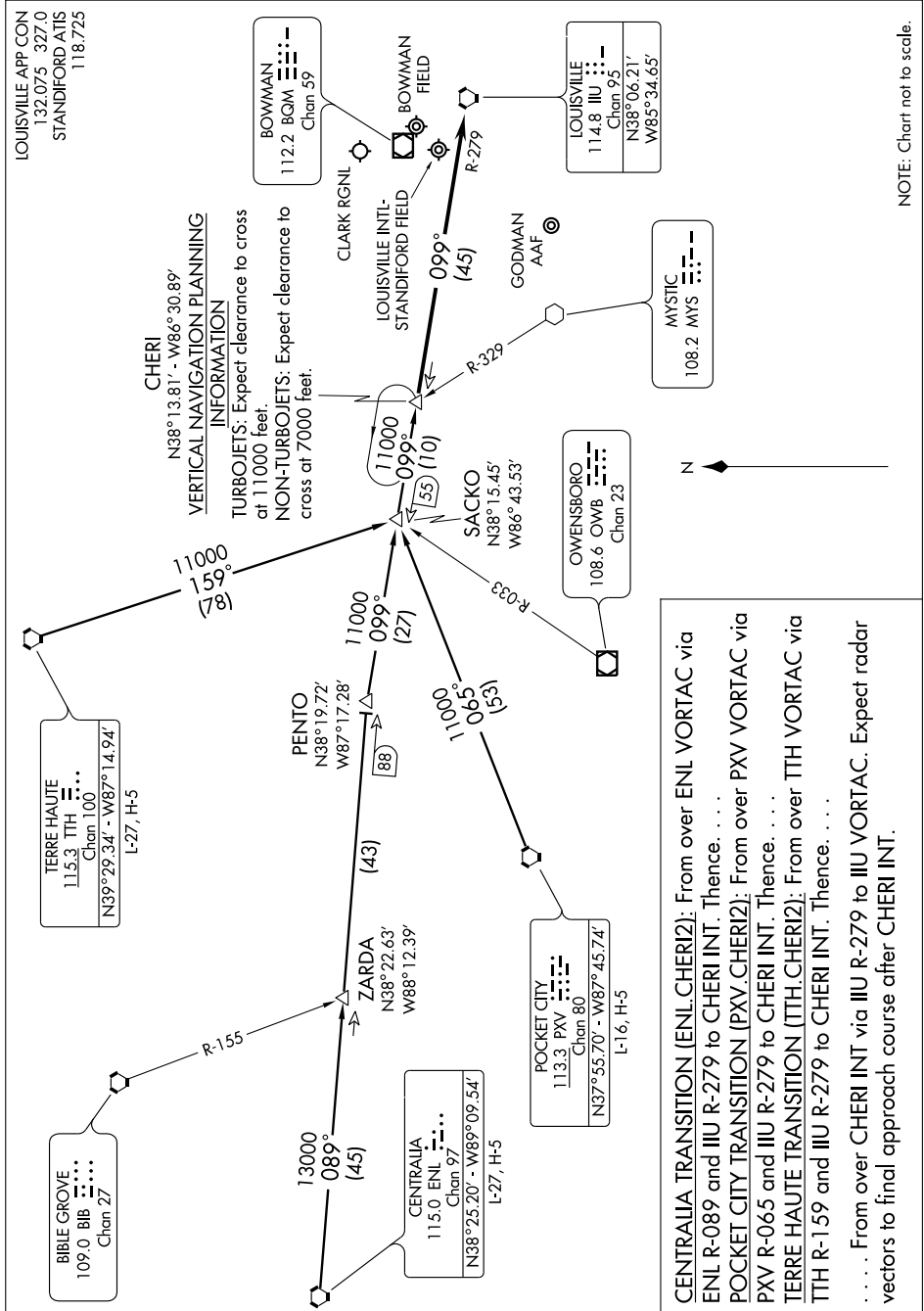


SE-1, 03 JUN 2010 to 01 JUL 2010

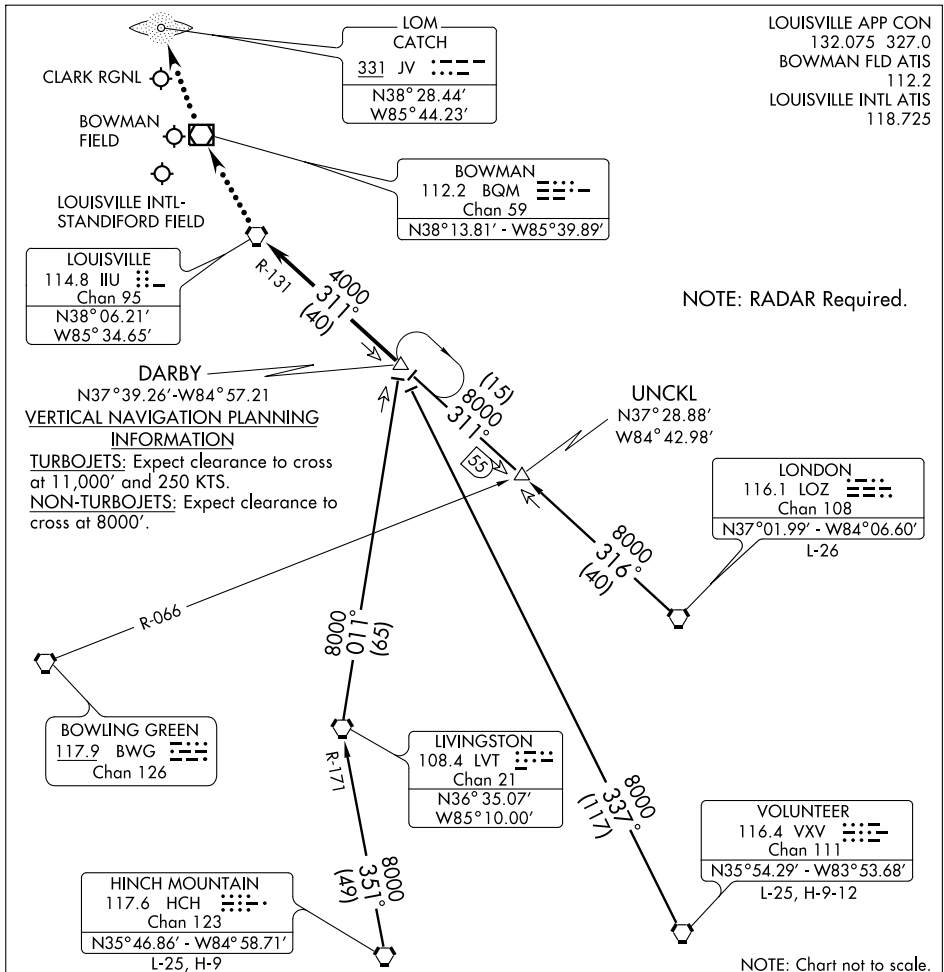
CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE, KENTUCKY

LOUISVILLE APP CON
132.075 327.0
STANDIFORD ATIS
118.725



NOTE: Chart not to scale.



HINCH MOUNTAIN TRANSITION (HCH.DARBY4): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . .

LONDON TRANSITION (LOZ.DARBY4): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IUU R-131 to DARBY INT. Thence. . .

UNCKL TRANSITION (UNCKL.DARBY4): From over UNCKL INT via IUU R-131 to DARBY INT. Thence. . .

VOLUNTEER TRANSITION (VXV.DARBY4): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . .

. . . . From over DARBY INT via IUU R-131 to IUU VORTAC. Expect radar vectors to final course.

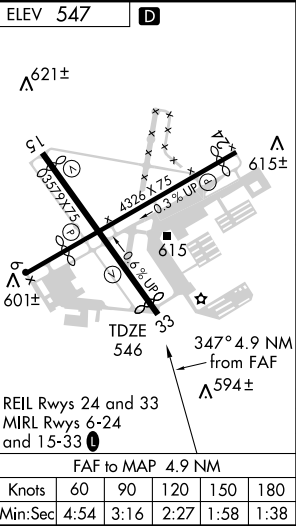
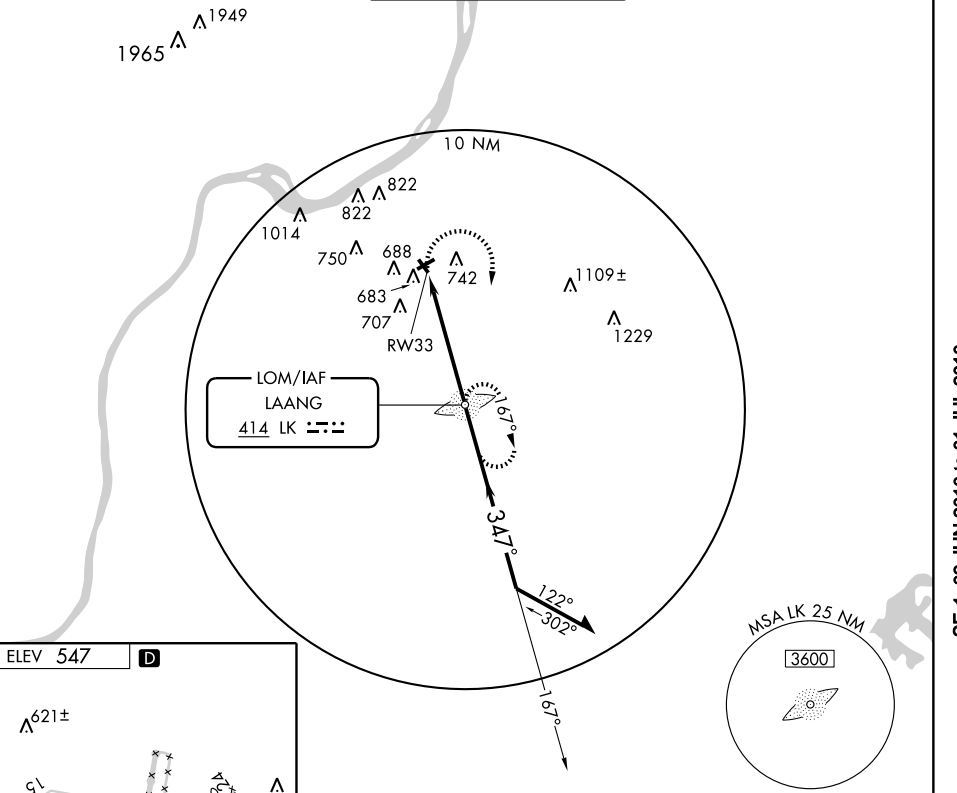
LOST COMMUNICATIONS:




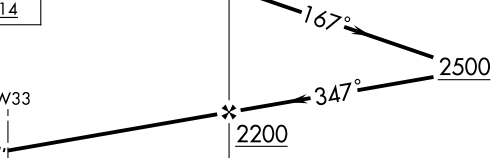
For JYV - At IUU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 feet until CATCH LOM.

 RADAR REQUIRED

MISSED APPROACH: Climbing right turn to 2500 direct LAANG LOM and hold.

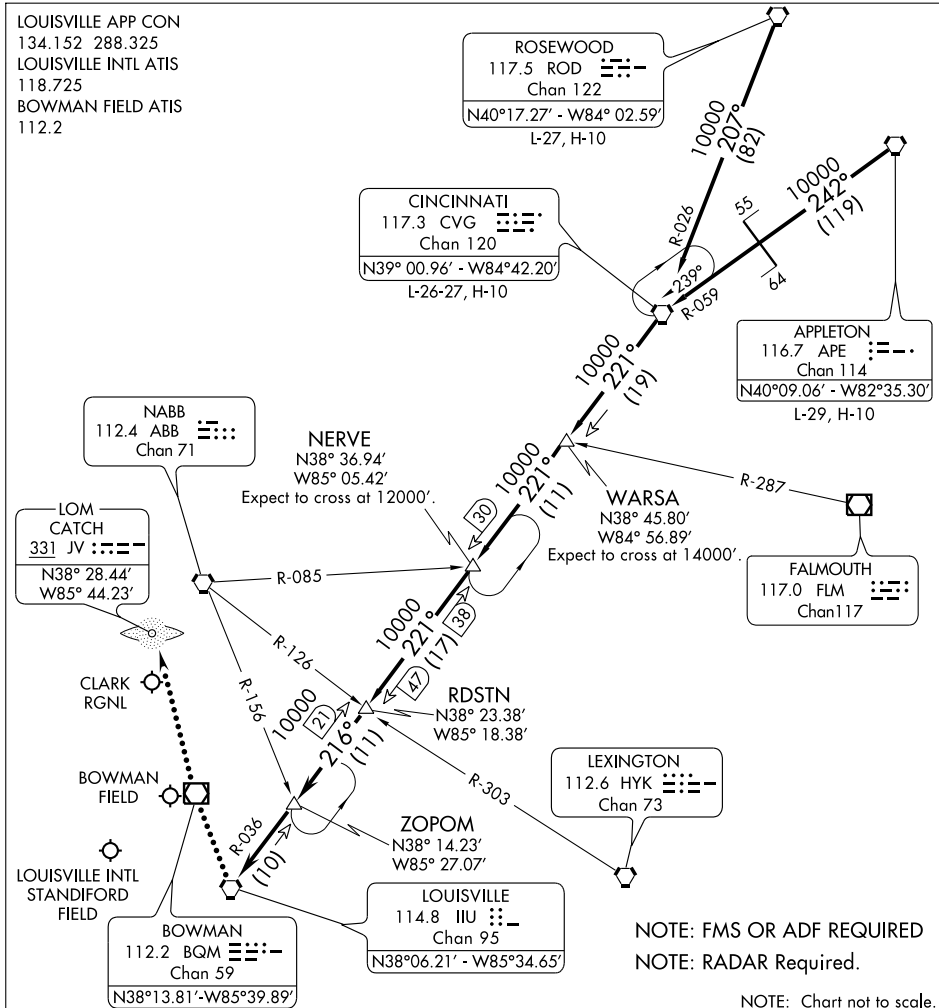
| | | | | |
|----------------------|--|---|-------------------------|--------------------------|
| ATIS 112.2 | LOUISVILLE APP CON 132.075 327.0 | BOWMAN TOWER ★ 119.5 (CTAF) 257.625 | GND CON 121.8 | CLNC DEL 118.9 |
|----------------------|--|---|-------------------------|--------------------------|



| | | | | | |
|---|---|---|---------------------|---|--|
|  |  | | | | |
| | | | | | |
|  | LOM | | Remain within 10 NM | | |
| |  | | | | |
| | <u>2200</u> | | | | |
| | 4.9 NM | | | | |
| CATEGORY | A | B | C | D | |
| S-33 | 1060-1 514 (600-1) | | NA | | |
| CIRCLING | 1060-1 513 (600-1) | | NA | | |

REDSTONE TWO ARRIVAL

LOUISVILLE, KENTUCKY



APPLETON TRANSITION (APE.RDSTN2): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

CINCINNATI TRANSITION (CVG.RDSTN2): From over CVG VORTAC via CVG R-221 to RDSTN INT. Thence....

ROSEWOOD TRANSITION (ROD.RDSTN2): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

....From over RDSTN INT via IIU R-036 to ZOPOM INT, then via IIU R-036 to IIU VORTAC. Expect vectors to final approach.

LOST COMMUNICATIONS: For JVV - at IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 until CATCH LOM.

| | | |
|--|------------------------|---|
| WAAS CH 45802 W24A | APP CRS 241° | Rwy Idg 3856 TDZE 546 Apt Elev 546 |
|--|------------------------|---|

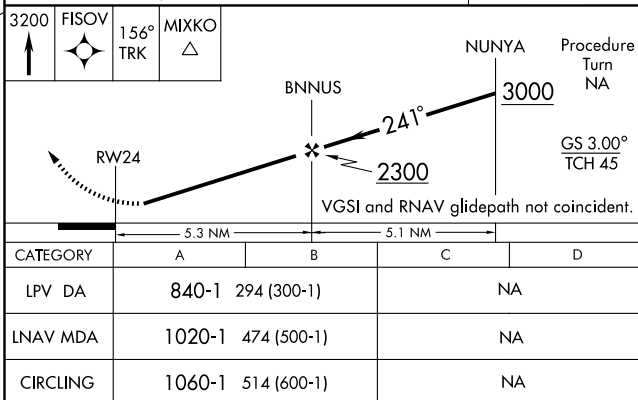
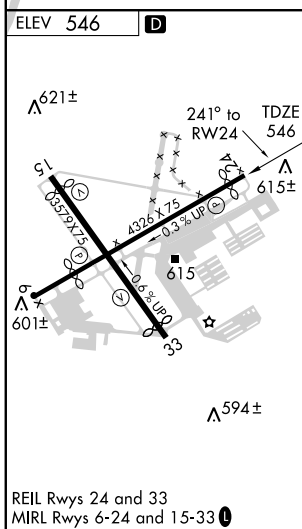
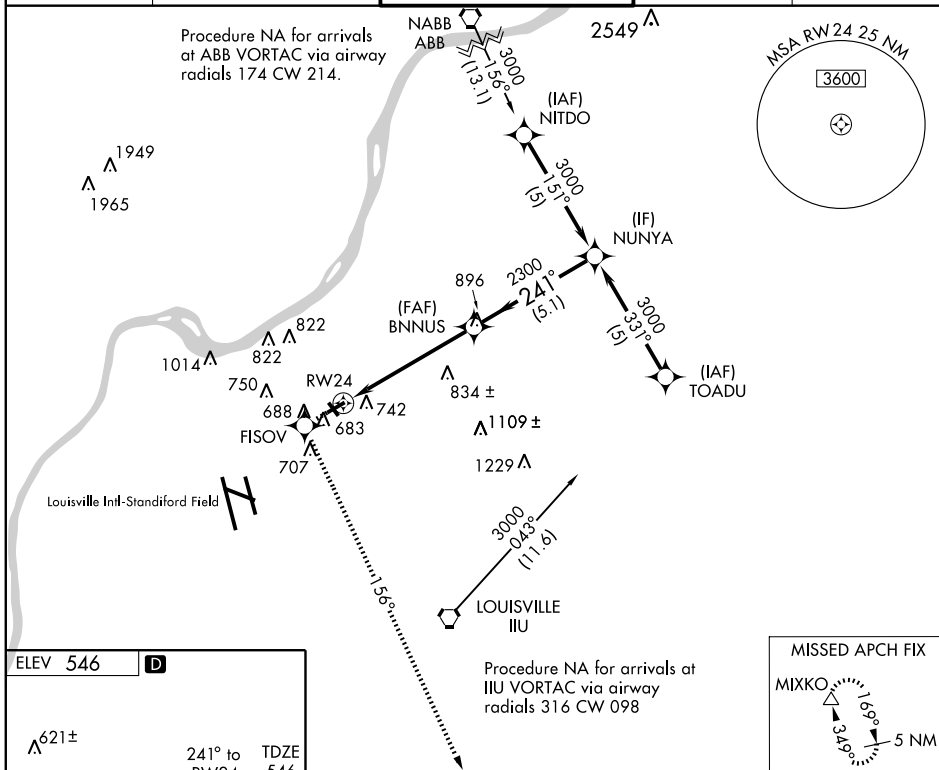
RNAV (GPS) RWY 24

LOUISVILLE/BOWMAN FIELD (LOU)

- T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
A If local altimeter setting not received, use Louisville
 Intl-Standiford Field altimeter setting.

MISSED APPROACH: Climb to 3200 direct FISOV and via 156° track to MIXKO and hold.

| | | | | |
|---------------|-------------------------------------|--|------------------|-------------------|
| ATIS 112.2 | LOUISVILLE APP CON 132.075 327.0 | BOWMAN TOWER ★ 119.5 (CTAF) 0 257.625 | GND CON 121.8 | CLNC DEL 118.9 |
|---------------|-------------------------------------|--|------------------|-------------------|



AL-238 (FAA)

VOR RWY 24
LOUISVILLE/ BOWMAN FIELD (LOU)

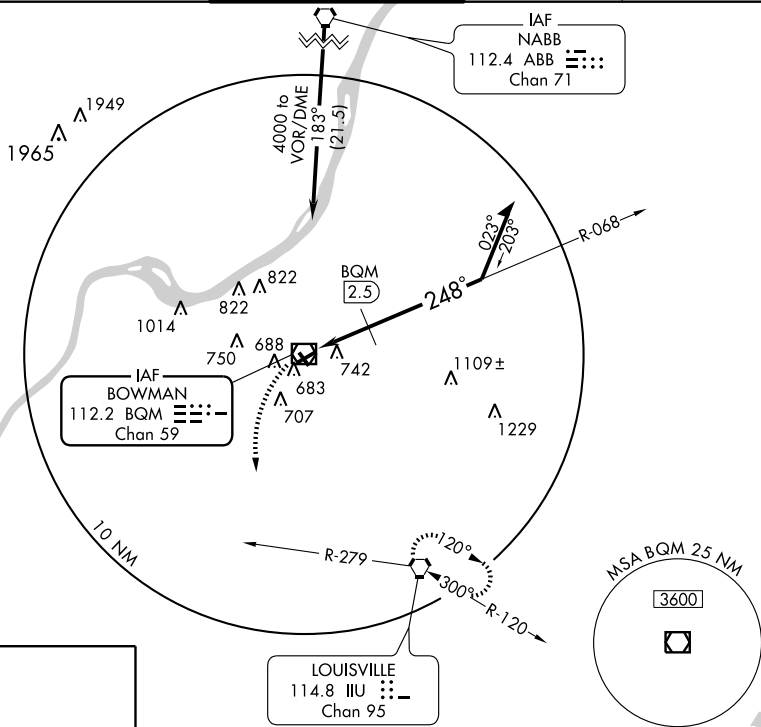
MISSED APPROACH: Climbing left turn to 3000 via heading 180° and IJU VORTAC R-279 to IJU VORTAC and hold.

ATIS
112.2

LOUISVILLE APP CON
132.075 327.0

BOWMAN TOWER ★
119.5 (CTAF) L 257.625

GND CON
121.8

CLNC DEL
118.9

SE-1. 03 JUN 2010 to 01 JUL 2010

3000
HDG 180°

III R-279
114.8

III
114.8

VOR/DME

068°

2400

BQM
2.5

248°

1300

2.5 NM

| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|---|----|
| S-24 | 1300-1 754 (800-1) | 1300-1¼ 754 (800-1¼) | | NA |
| CIRCLING | 1300-1 753 (800-1) | 1300-1¼ 753 (800-1¼) | | NA |

DME MINIMUMS

| | | | |
|----------|--------|-------------|----|
| S-24 | 1000-1 | 454 (500-1) | NA |
| CIRCLING | 1060-1 | 513 (600-1) | NA |

AIRPORT DIAGRAM

AL-239 (FAA)

LOUISVILLE INTL-STANDOFF FIELD (SDF)

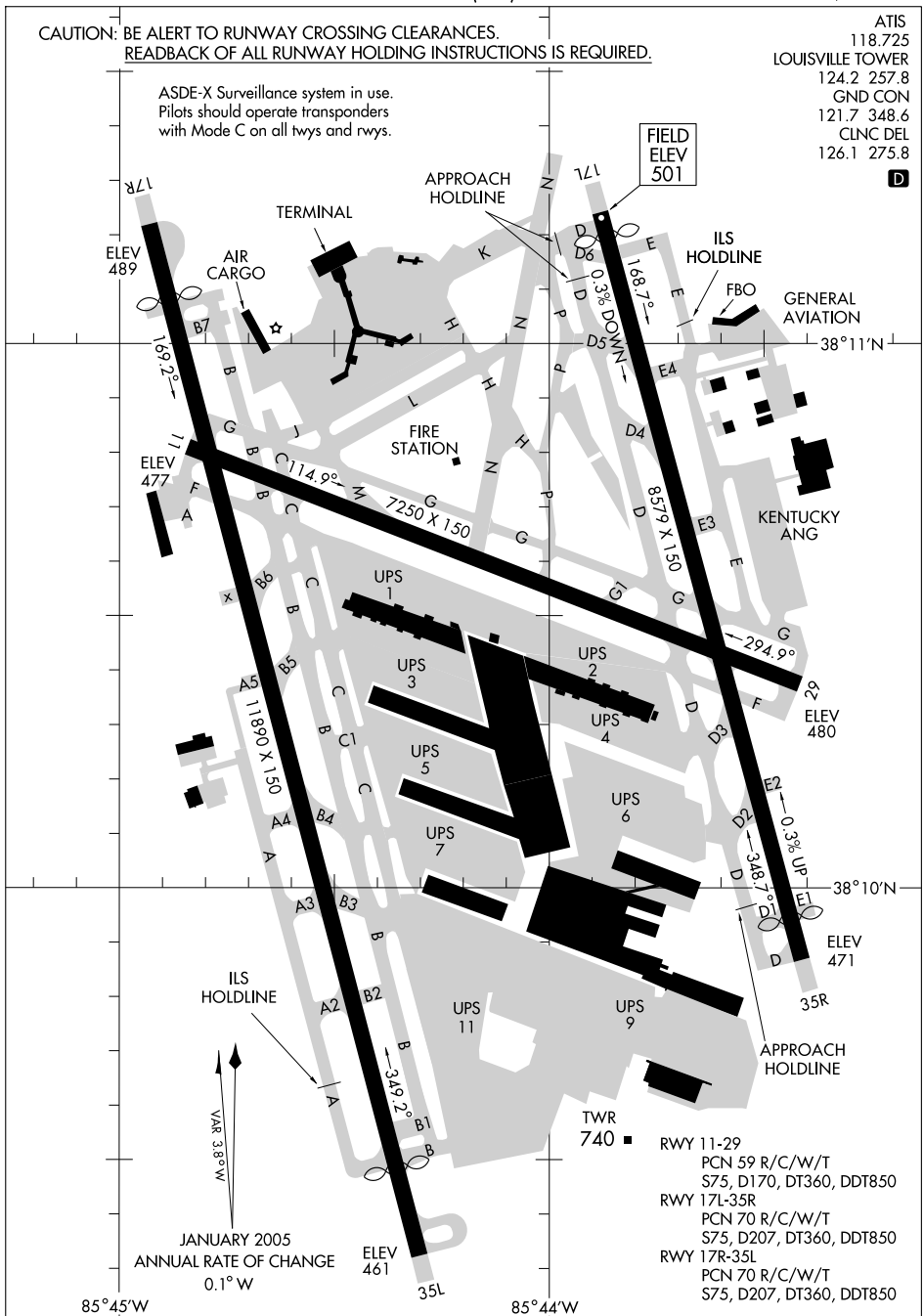
LOUISVILLE, KENTUCKY

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ASDE-X Surveillance system in use.
 Pilots should operate transponders
 with Mode C on all twys and rwys.

ATIS 118.725
 LOUISVILLE TOWER 124.2 257.8
 GND CON 121.7 348.6
 CLNC DEL 126.1 275.8

D

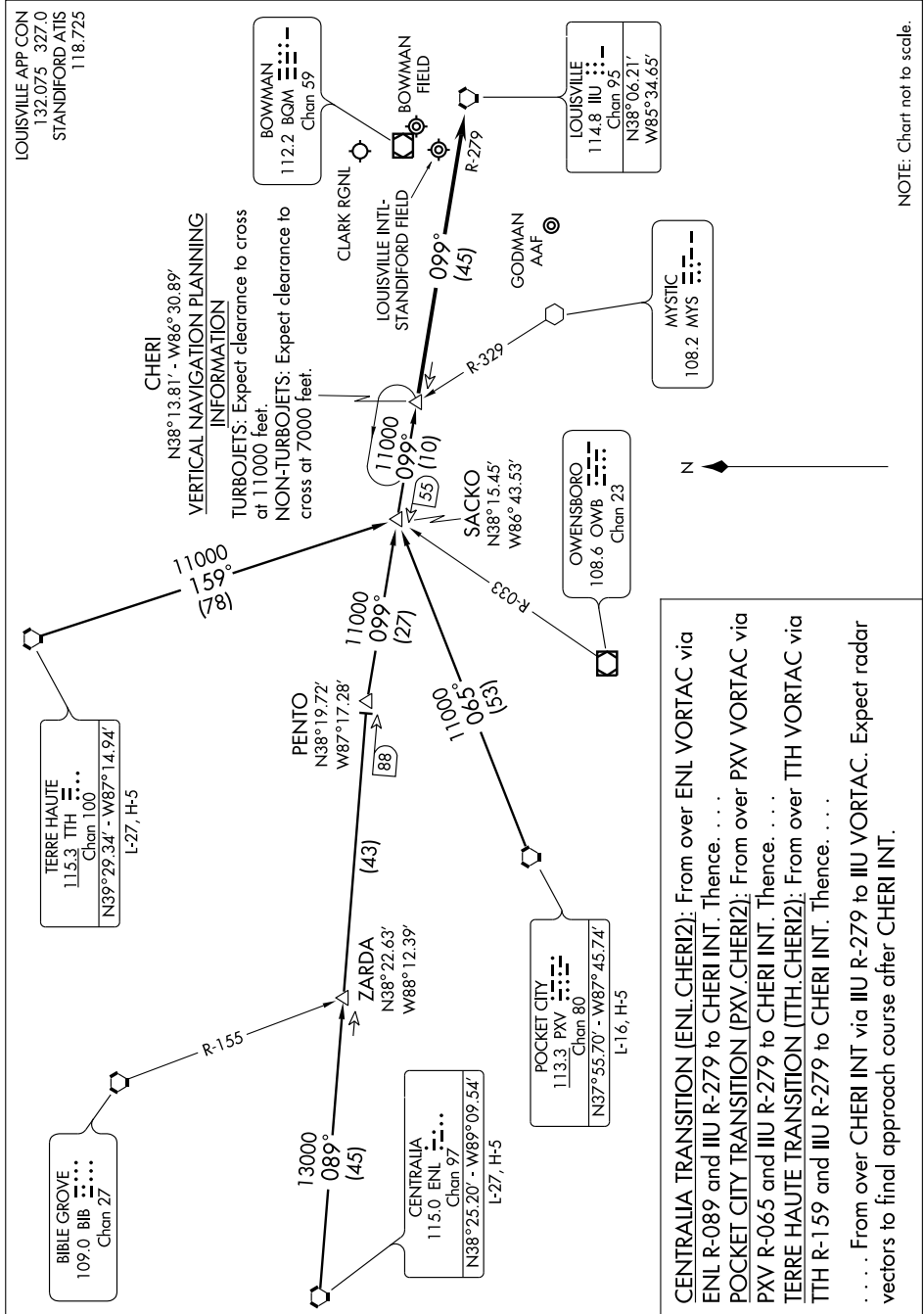


SE-1, 03 JUN 2010 to 01 JUL 2010

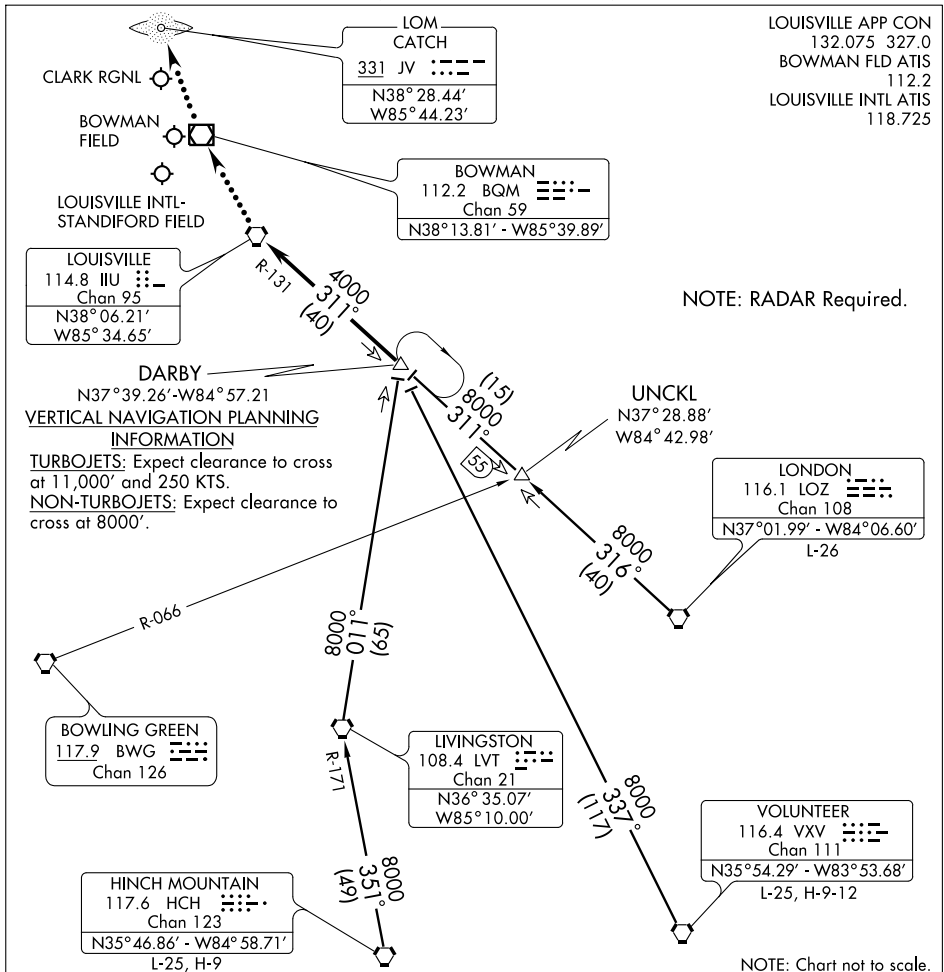
CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE, KENTUCKY

LOUISVILLE APP CON
132.075 327.0
STANDIFORD ATIS
118.725



NOTE: Chart not to scale.



HINCH MOUNTAIN TRANSITION (HCH.DARBY4): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . .

LONDON TRANSITION (LOZ.DARBY4): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIU R-131 to DARBY INT. Thence. . .

UNCKL TRANSITION (UNCKL.DARBY4): From over UNCKL INT via IIU R-131 to DARBY INT. Thence. . .

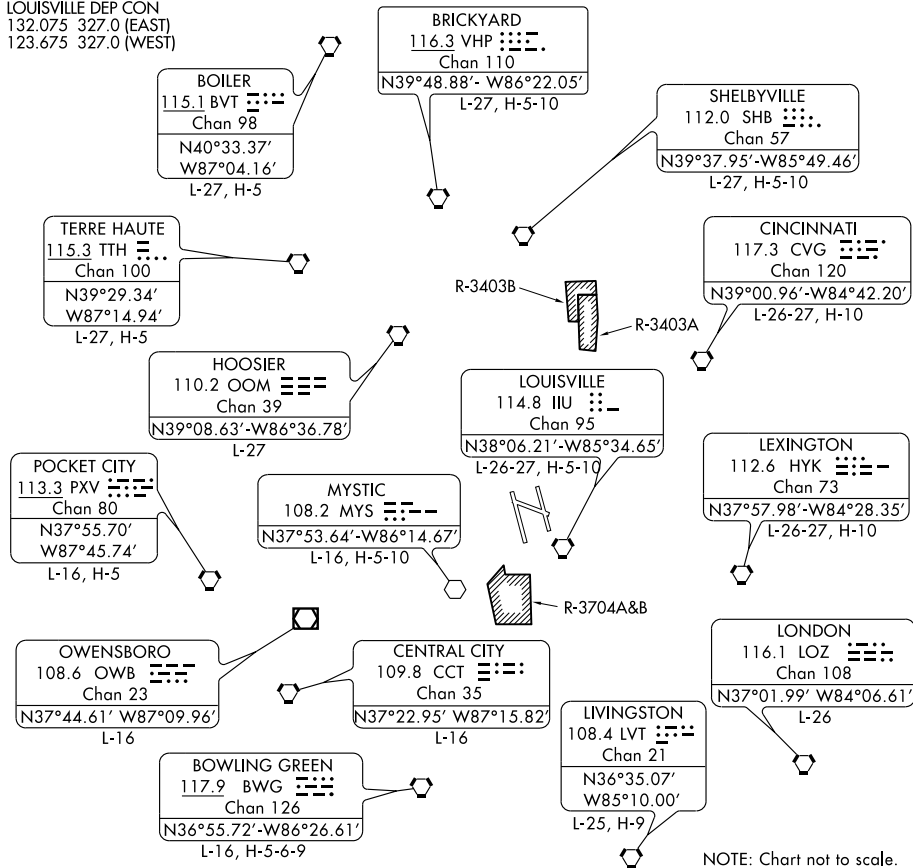
VOLUNTEER TRANSITION (VXV.DARBY4): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . .

. . . . From over DARBY INT via IIU R-131 to IIU VORTAC. Expect radar vectors to final course.

LOST COMMUNICATIONS:
For JYV - At IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 feet until CATCH LOM.

DERBY CITY ONE DEPARTURE

ATIS 118.725
CLNC DEL
126.1 275.8
LOUISVILLE DEP CON
132.075 327.0 (EAST)
123.675 327.0 (WEST)



DEPARTURE ROUTE DESCRIPTION

Climb on runway heading or as assigned for vectors to join filed route.
Maintain 5,000 feet or assigned lower altitude. Expect clearance to
requested altitude/flight level ten minutes after departure.

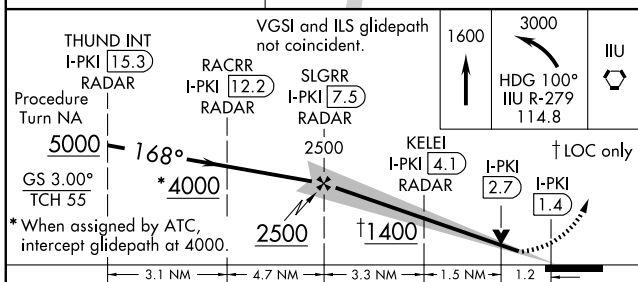
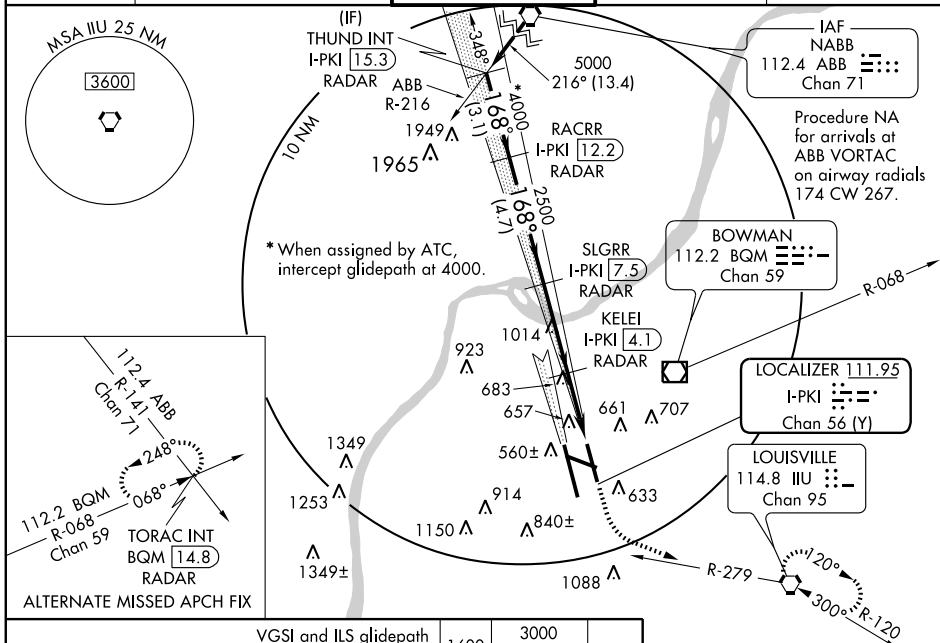
| | | | |
|--|------------------------|-----------------------------|---|
| LOC/DME I-PKI 111.95 Chan 56 (Y) | APP CRS 168° | Rwy Idg TDZE Apt Elev | 7800 499 501 |
|--|------------------------|-----------------------------|---|

ILS or LOC RWY 17L

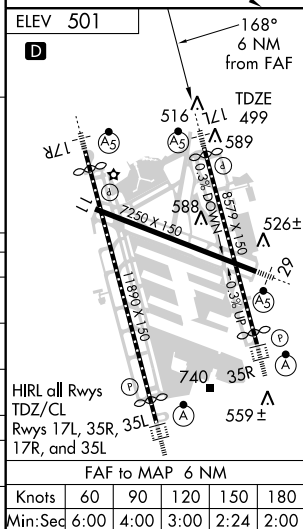
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

| | | | |
|--|------------------------|-----------|---|
| | DME or RADAR Required. | MALSR | MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 100° and IIL R-279 to IIL VORTAC and hold, continue climb-in-hold to 3000. |
|--|------------------------|-----------|---|

| | | | | |
|------------------------|--|--|-------------------------------|--------------------------------|
| ATIS 118.725 | LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST) | LOUISVILLE TOWER 124.2 257.8 | GND CON 121.7 348.6 | CLNC DEL 126.1 275.8 |
|------------------------|--|--|-------------------------------|--------------------------------|



| CATEGORY | A | B | C | D |
|--------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| S-ILS 17L | 699/18 | | 200 (200-½) | |
| S-LOC 17L | 1400/40 | 901 (900-¾) | 1400-2¼ 901 (900-2¼) | 1400-2½ 901 (900-2½) |
| CIRCLING | 1400-1¼ | 899 (900-1¼) | 1400-2¾ 899 (900-2¾) | 1400-3 899 (900-3) |
| KELEI FIX MINIMUMS | | | | |
| S-LOC 17L | 1000/24 | 501 (500-½) | 1000/50 | 501 (500-1) |
| CIRCLING | 1040-1 539 (600-1) | 1140-1 639 (700-1) | 1140-1¾ 639 (700-1¾) | 1140-2 639 (700-2) |

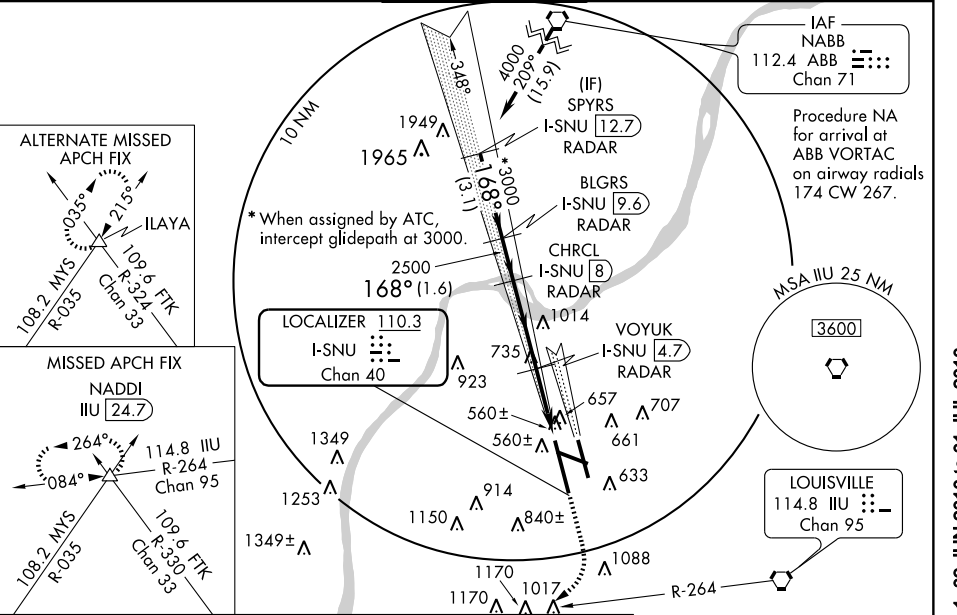


| | | | |
|---------------|---------|----------|-------|
| LOC/DME I-SNU | APP CRS | Rwy Idg | 10000 |
| 110.3 | 168° | TDZE | 490 |
| Chan 40 | | Apt Elev | 501 |

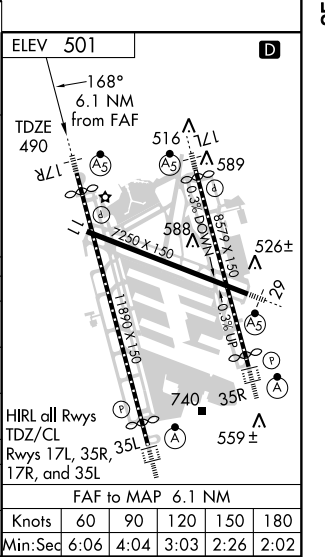
For inoperative MALSR, increase VOYUK FIX minimums S-LOC 17R Cat. D visibility to RVR 5000. DME or RADAR Required.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 via IIU R-264 to NADDI Int/IU 24.7 DME and hold.

| | | | | |
|---------|--|------------------|-------------|-------------|
| ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL |
| 118.725 | 132.075 327.0 (EAST) 123.675 327.0 (WEST) | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 |



| | | | | |
|---|----------------------------|----------------------------|----------------------------|----------------------------|
| Procedure Turn NA | | | | |
| 4000 | | | | |
| GS 3.00° TCH 50 | | | | |
| *When assigned by ATC, intercept glidepath at 3000. | | | | |
| 3.1 NM 1.6 NM 3.3 NM 2 NM 0.8 | | | | |
| CATEGORY | A | B | C | D |
| S-ILS 17R | **690/24 200 (200-1/2) | | | |
| S-LOC 17R | 1400/40 | 910 (900-3/4) | 1400-2 1/4 910 (900-2 1/4) | 1400-2 1/2 910 (900-2 1/2) |
| CIRCLING | 1400-1 1/4 899 (900-1 1/4) | 1400-2 3/4 899 (900-2 3/4) | 1400-3 899 (900-3) | |
| VOYUK FIX MINIMUMS | | | | |
| S-LOC 17R | 820/24 330 (400-1/2) | | | 820/40 330 (400-3/4) |
| CIRCLING | 1040-1 539 (600-1) | 1140-1 639 (700-1) | 1140-1 3/4 639 (700-1 3/4) | 1140-2 639 (700-2) |



| | | |
|--|------------------------|--|
| LOC/DME I-RLI 109.35 Chan 30 (Y) | APP CRS 348° | Rwy Idg 10000 TDZE 464 Apt Elev 501 |
|--|------------------------|--|

ILS or LOC RWY 35L

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

TA

ALSF-2



MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and IIU R-279 to DAMEN Int/IIU 24.5 DME and hold.

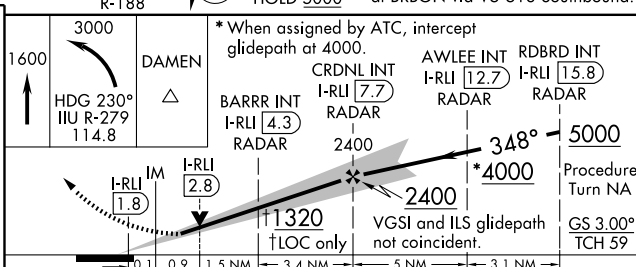
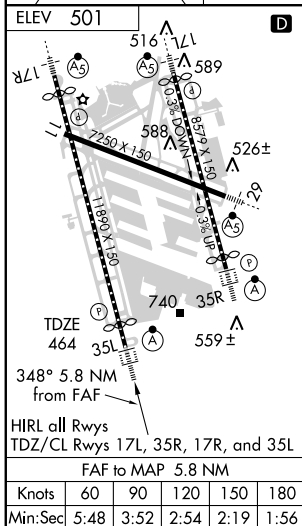
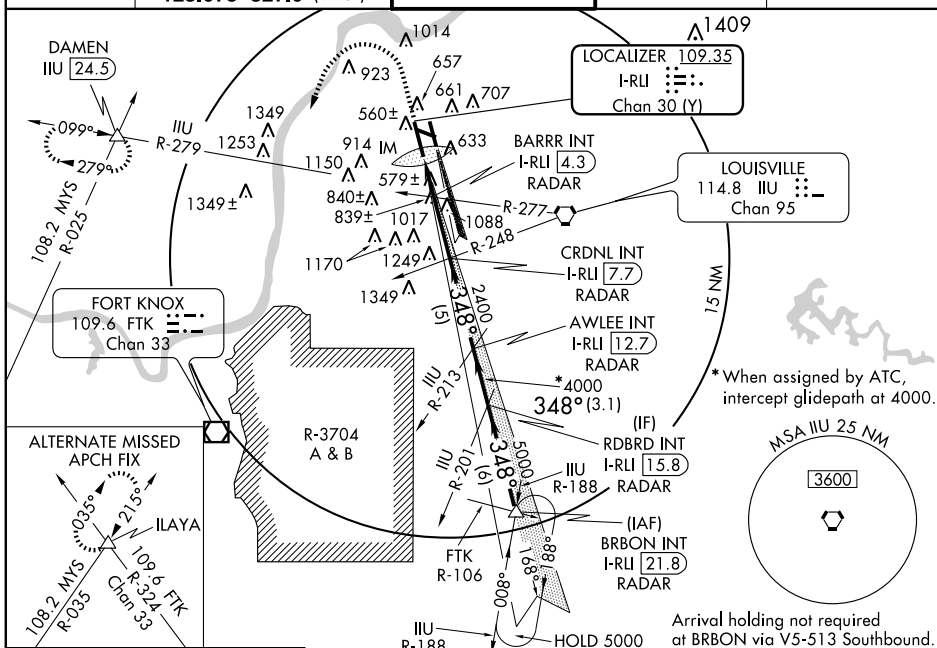
ATIS
118.725

LOUISVILLE APP CON
132.075 327.0 (EAST)
123.675 327.0 (WEST)

LOUISVILLE TOWER
124.2 257.8

GND CON
121.7 348.6

CLNC DEL
126.1 275.8



| CATEGORY | A | B | C | D |
|--------------------|------------------------|-------------------------|-------------------------|-------------------------|
| S-LS 35L | 664/18 200 (200-½) | | | |
| S-LOC 35L | 1320/24 856 (900-½) | 1320/40 856 (900-¾) | 1320-2 856 (900-2) | 1320-2¼ 856 (900-2¼) |
| CIRCLING | 1320-1 819 (900-1) | 1320-1¼ 819 (900-1¼) | 1320-2½ 819 (900-2½) | 1320-2¾ 819 (900-2¾) |
| BARRR FIX MINIMUMS | | | | |
| S-LOC 35L | 840/24 376 (400-½) | | | 840/40 376 (400-¾) |
| CIRCLING | 1040-1 539 (600-1) | 1140-1 639 (700-1) | 1140-1¾ 639 (700-1¾) | 1140-2 639 (700-2) |

| | | |
|---|------------------------|--|
| LOC/DME I-RLI <u>109.35</u> Chan 30 (Y) | APP CRS 348° | Rwy Idg 10000 TDZE 464 Apt Elev 501 |
|---|------------------------|--|

ILS RWY 35L (CAT II)
LOUISVILLE INTL-STANDIFORD FIELD (SDF)



ALSF-2



MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and IJL R-279 to DAMEN Int/IJL 24.5 DME and hold.

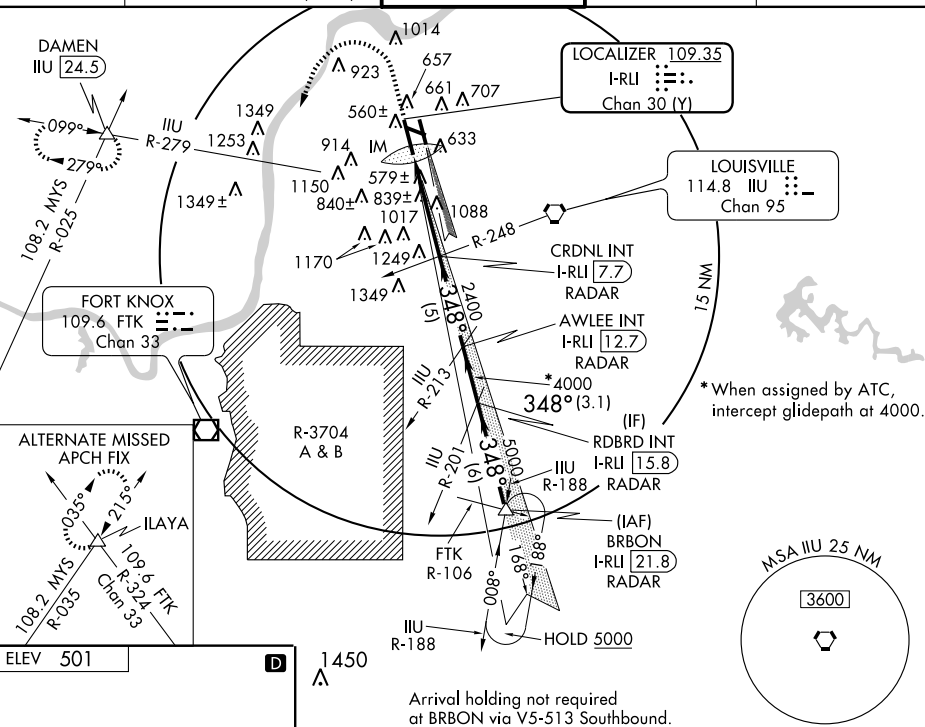
ATIS
118.725

LOUISVILLE APP CON
132.075 327.0 (EAST)
123.675 327.0 (WEST)

LOUISVILLE TOWER
124.2 257.8

GND CON
121.7 348.6

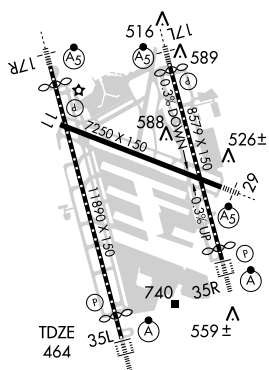
CLNC DEL
126.1 275.8



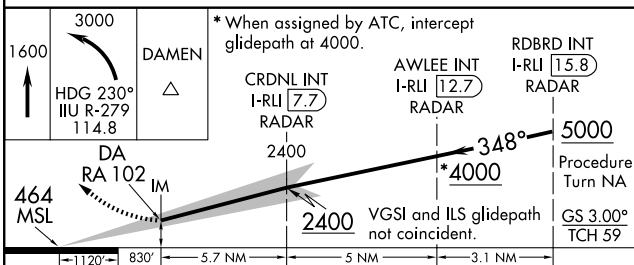
SE-1. 03 JUN 2010 to 01 JUL 2010

ELEV 501

D



HIRL all Rwys
TDZ/CL Rwys 17L, 35R, 17R, and 35L



| CATEGORY | A | B | C | D |
|-----------|----------------------|---|---|---|
| S-ILS 35L | RA 102/12 100 DA 564 | | | |

CATEGORY II - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

| | | | |
|--|------------------------|-----------------------------|--|
| LOC/DME I-RLI 109.35 Chan 30 (Y) | APP CRS 348° | Rwy Idg TDZE Apt Elev | 10000 464 501 |
|--|------------------------|-----------------------------|--|

ILS RWY 35L (CAT III)

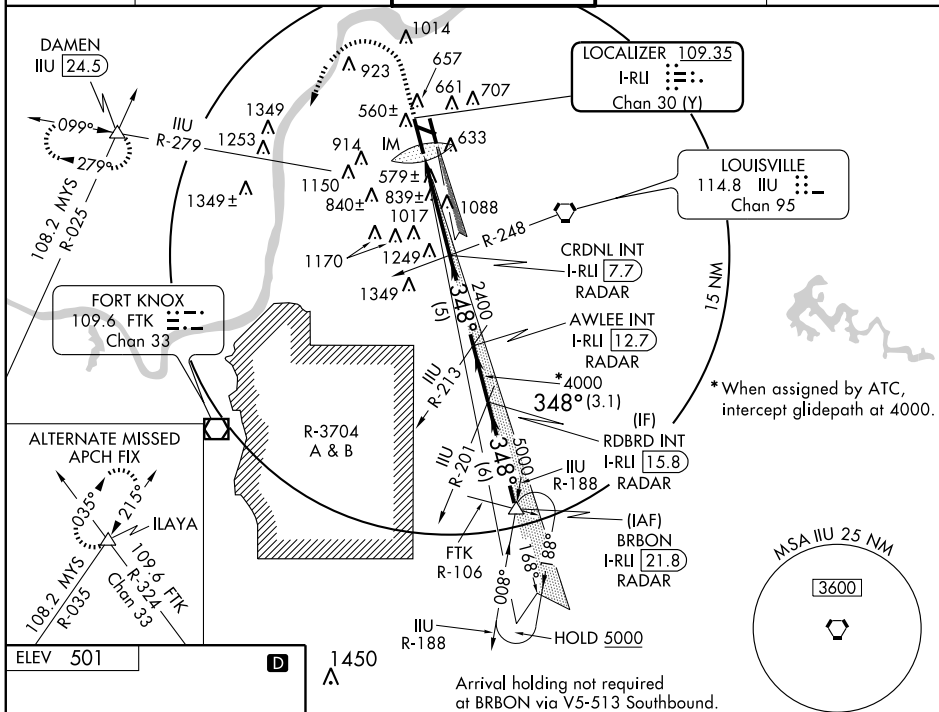
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

| | | | | | |
|------|-------------------------------|---|---|--------------------------------------|---------------------------------------|
| | ATIS 118.725 | LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST) | LOUISVILLE TOWER 124.2 257.8 | GND CON 121.7 348.6 | CLNC DEL 126.1 275.8 |
|------|-------------------------------|---|---|--------------------------------------|---------------------------------------|

ALSIF-2

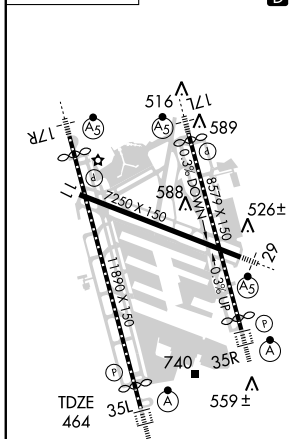


MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and IILU R-279 to DAMEN Int/IILU 24.5 DME and hold.



ELEV 501

D



HIRL all Rwy
TDZ/CL Rwy 17L, 35R, 17R, and 35L

| | | | | | |
|---|------------------|--|--|--|--|
| 3000 HDG 230° IILU R-279 114.8 | DAMEN | *When assigned by ATC, intercept glidepath at 4000. | | | |
| | | CRDNL INT I-RLI 7.7 RADAR | AWLEE INT I-RLI 12.7 RADAR | RDBRD INT I-RLI 15.8 RADAR | 5000 Procedure Turn NA |
| | | 2400 348° *4000 | 2400 348° *4000 | 2400 348° *4000 | 2400 348° *4000 |
| | | 1120' 830' 5.7 NM 5 NM 3.1 NM | 1120' 830' 5.7 NM 5 NM 3.1 NM | 1120' 830' 5.7 NM 5 NM 3.1 NM | 1120' 830' 5.7 NM 5 NM 3.1 NM |
| CATEGORY | A | B | C | D | |
| S-ILS 35L | CAT IIIa | RVR 07 | | | |
| S-ILS 35L | CAT IIIb | RVR 06 | | | |
| S-ILS 35L | CAT IIIc | NA | | | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-JJM

110.55

Chan 42 (Y)

APP CRS

348°

Rwy Idg TDZE

7800

480

Apt Elev

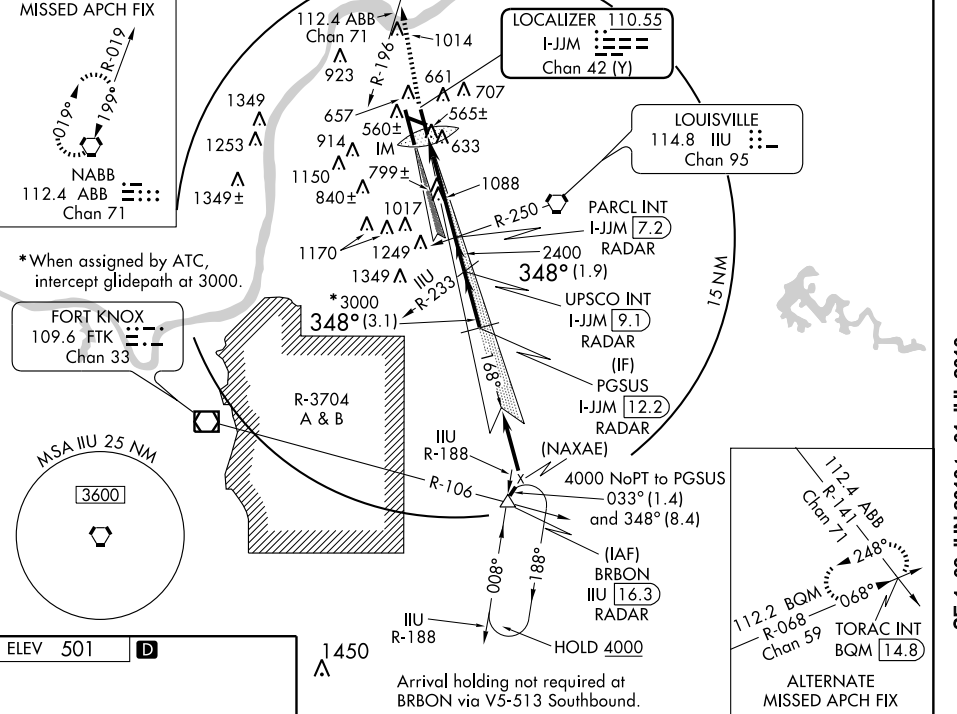
501

DME or RADAR REQUIRED.

ALSF-2

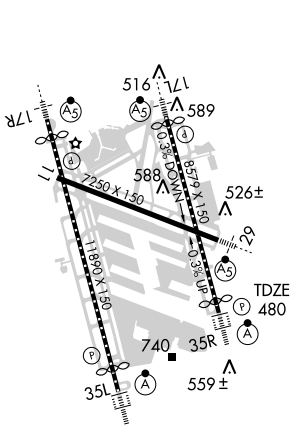
MISSED APPROACH: Climb to 3000 via heading 348° and ABB VORTAC R-196 to ABB VORTAC and hold.

| | | | | |
|-----------------|--|---------------------------------|------------------------|-------------------------|
| ATIS 118.725 | LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST) | LOUISVILLE TOWER 124.2 257.8 | GND CON 121.7 348.6 | CLNC DEL 126.1 275.8 |
|-----------------|--|---------------------------------|------------------------|-------------------------|



ELEV 501

D



HIRL all Rwys
TDZ/CL Rwys 17L, 35R, 17R, and 35L

| | | | | | | | | | | | | | | | | |
|----------|-----------|--|--|--|----------------------|--|--|--|---|--|--|--|---|--|--|--|
| CATEGORY | A | | | | B | | | | C | | | | D | | | |
| | S-ILS 35R | | | | RA 110/12 100 DA 580 | | | | | | | | | | | |

CATEGORY II - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

| | | |
|---|------------------------|---|
| LOC/DME I-JJM <u>110.55</u> Chan 42 (Y) | APP CRS 348° | Rwy Idg 7800 TDZE 480 Apt Elev 501 |
|---|------------------------|---|

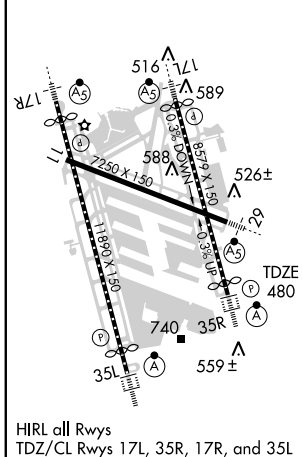
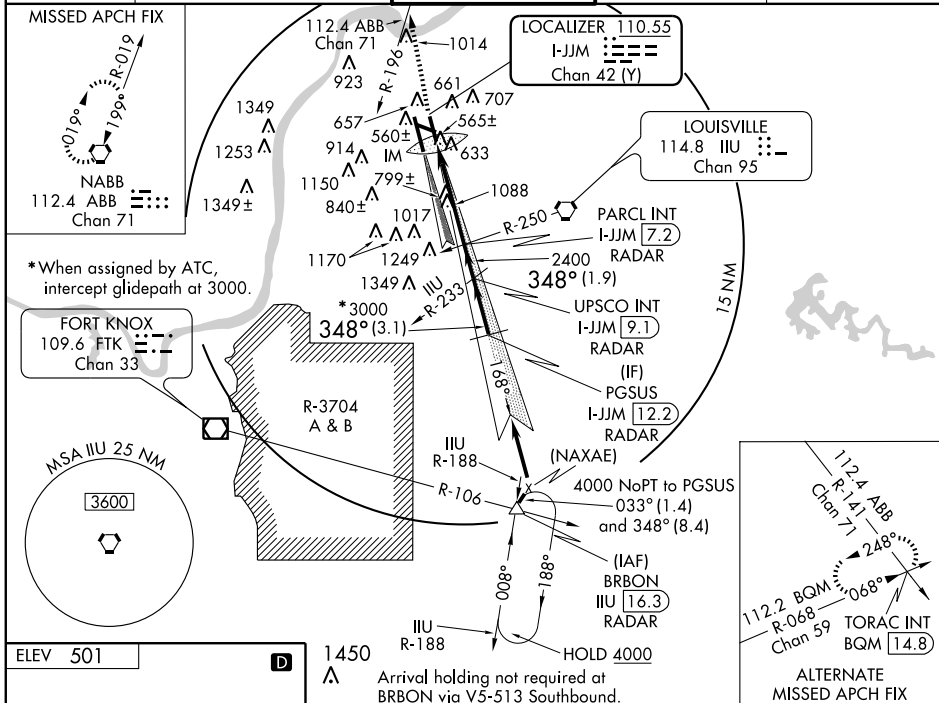
ILS RWY 35R (CAT III)
LOUISVILLE INTL-STANDIFORD FIELD (SDF)

T
A DME or RADAR REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 348° and ABB VORTAC R-196 to ABB VORTAC and hold.

| | | | | |
|-----------------|--|---------------------------------|------------------------|-------------------------|
| ATIS 118.725 | LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST) | LOUISVILLE TOWER 124.2 257.8 | GND CON 121.7 348.6 | CLNC DEL 126.1 275.8 |
|-----------------|--|---------------------------------|------------------------|-------------------------|



3000
↑
HDG 348°
ABB R-196
112.4

ABB

* When assigned by ATC, intercept glidepath at 3000.

PARCL INT
I-JJM 7.2
RADAR

UPSCO INT
I-JJM 9.1
RADAR

PGSUS INT
I-JJM 12.2
RADAR

480 MSL

IM 586

2400

2400

348°

4000

Procedure Turn NA

GS 3.00°
TCH 61

VGSi and ILS glidepath not coincident.

1100' 1021' 5.6 NM 1.9 NM 3.1 NM



| CATEGORY | A | B | C | D |
|-----------|---|----------|--------|---|
| S-ILS 35R | | CAT IIIa | RVR 07 | |
| S-ILS 35R | | CAT IIIb | RVR 06 | |
| S-ILS 35R | | CAT IIIc | NA | |

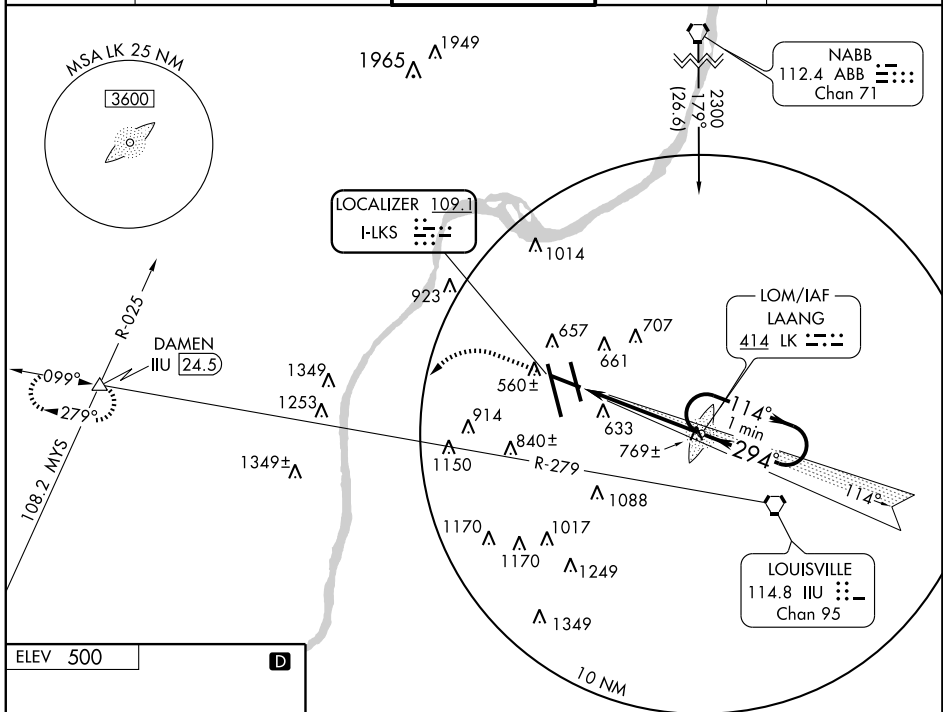
CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

| | | | |
|---------------------|-------------|----------|-------------|
| LOC I-LKS | APP CRS | Rwy Idg | 7250 |
| <u>109.1</u> | 294° | TDZE | 481 |
| | | Apt Elev | 500 |

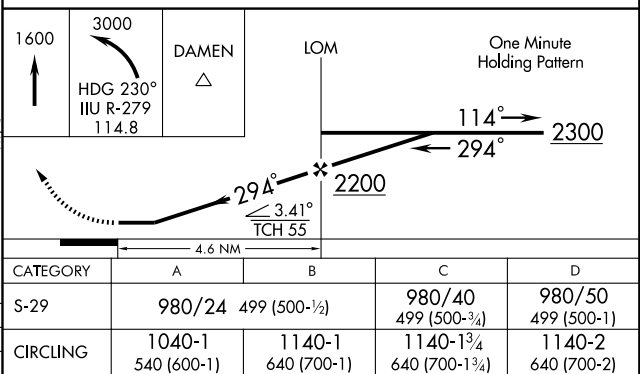
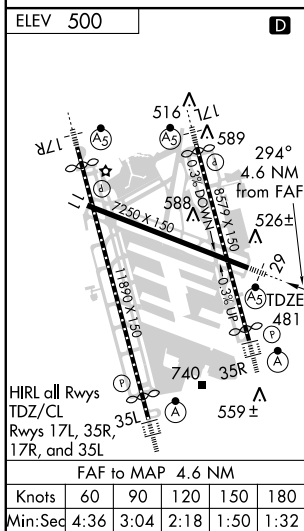
LOC RWY 29

LOUISVILLE INTL-STANDIFORD FIELD (SDF)

| | | | | |
|--|--|---|---|--------------------------------|
|  ADF Required. | |  | MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 230° and IIL R-279 to DAMEN Int/IIL 24.5 DME and hold. | |
| ATIS 118.725 | LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST) | LOUISVILLE TOWER 124.2 257.8 | GND CON 121.7 348.6 | CLNC DEL 126.1 275.8 |

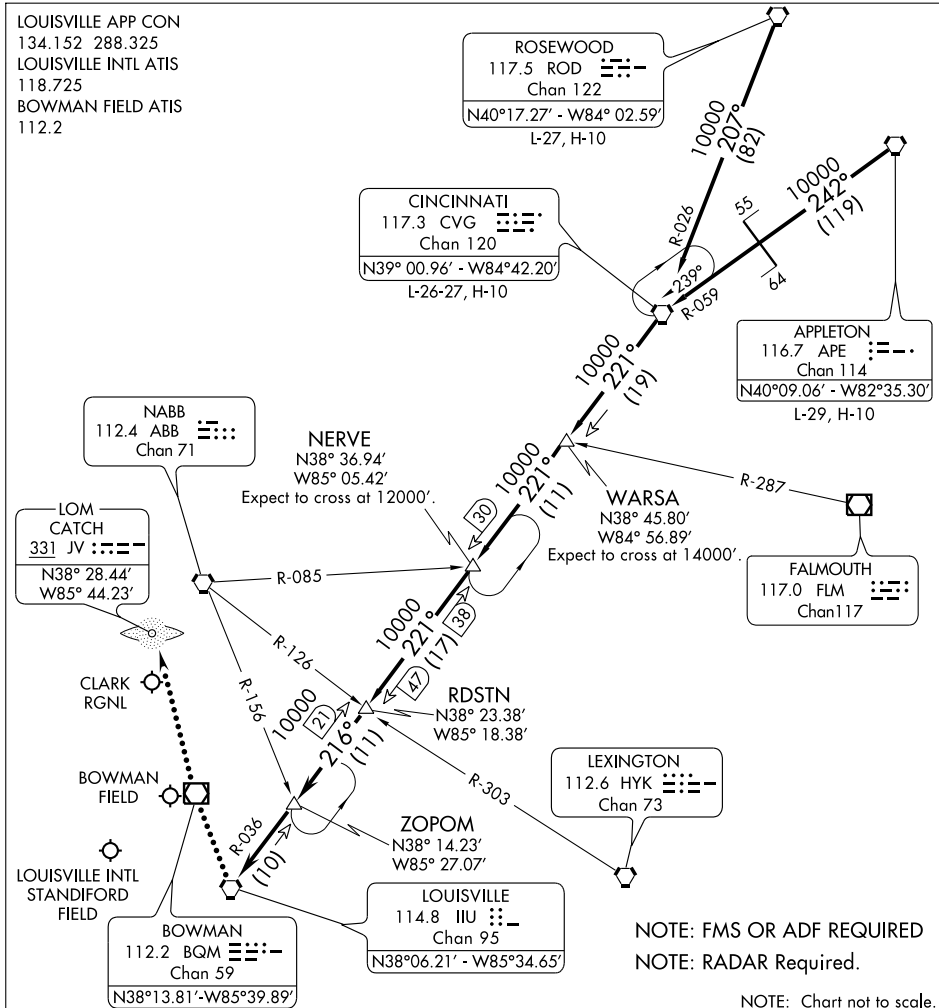


SE-1. 03 JUN 2010 to 01 JUL 2010



REDSTONE TWO ARRIVAL

LOUISVILLE, KENTUCKY



APPLETON TRANSITION (APE.RDSTN2): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

CINCINNATI TRANSITION (CVG.RDSTN2): From over CVG VORTAC via CVG R-221 to RDSTN INT. Thence....

ROSEWOOD TRANSITION (ROD.RDSTN2): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

....From over RDSTN INT via IUU R-036 to ZOPOM INT, then via IUU R-036 to IUU VORTAC. Expect vectors to final approach.

LOST COMMUNICATIONS: For JYV - at IUU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 until CATCH LOM.

▼

For inoperative MALSRS. increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSRS

MISSED APPROACH: Climb to 3000 direct MKATE and via 094° track to IIU VORTAC and hold, continue climb-in-hold to 3000.

| | | | | |
|------------------------|--|--|-------------------------------|--------------------------------|
| ATIS 118.725 | LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST) | LOUISVILLE TOWER 124.2 257.8 | GND CON 121.7 348.6 | CLNC DEL 126.1 275.8 |
|------------------------|--|--|-------------------------------|--------------------------------|

HIRL all Rwys
TDZ/CL Rws 17L, 35R, 17R, and 35L

| | | | | | | | | | | | |
|-------------------|--|-------------|--|-------------|--|-------------------|--|-------------------|--|----------------|--|
| THUND | | RACRR | | SLGRR | | KELEI | | MKATE | | LOUISVILLE IIU | |
| 5000 | | 4000 | | 2500 | | 2500 | | 3000 | | 3000 | |
| GS 3.00° | | 168° | | 2500 | | 2.7 NM to RWY 17L | | 094° TRK | | IIU | |
| TCH 55 | | 4000 | | 2500 | | 2.7 NM to RWY 17L | | 1.2 NM to RWY 17L | | * LNAV only. | |
| Procedure Turn NA | | 2500 | | 2500 | | 2.7 NM to RWY 17L | | 1.2 NM to RWY 17L | | * LNAV only. | |
| 3.1 NM | | 4.7 NM | | 3.3 NM | | 1.5 NM | | 1.2 | | | |
| CATEGORY | | A | | B | | C | | D | | | |
| LPV DA | | 793/24 | | 294 (300-½) | | | | | | | |
| LNAV/VNAV DA | | 943/50 | | 444 (500-1) | | | | | | | |
| LNAV MDA | | 1000/24 | | 501 (500-½) | | 1000/50 | | 501 (500-1) | | | |
| CIRCLING | | 1040-1 | | 1140-1 | | 1140-1¾ | | 1140-2 | | | |
| | | 539 (600-1) | | 639 (700-1) | | 639 (700-1¾) | | 639 (700-2) | | | |

SE-1. 03 JUN 2010 to 01 JUL 2010

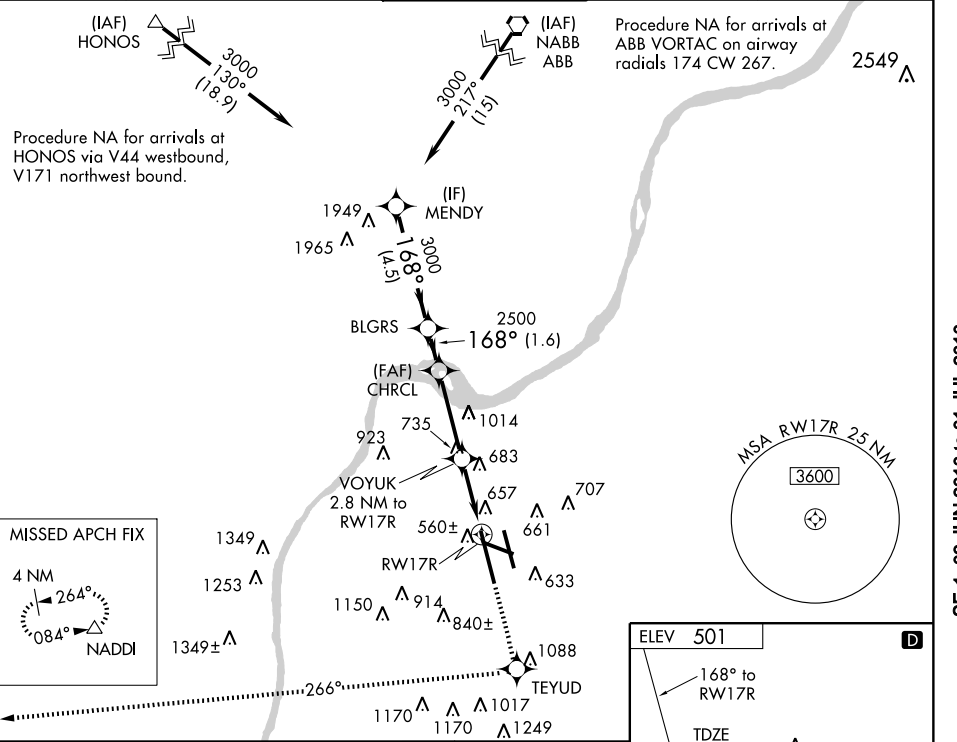
▼

For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

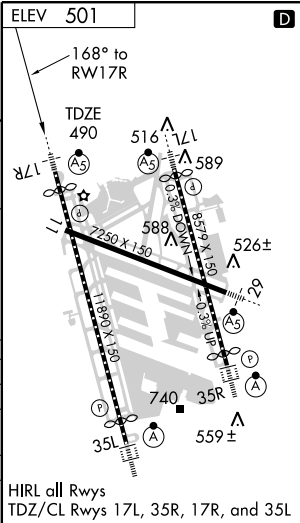
MALSR

MISSED APPROACH: Climb to 3000 direct TEYUD and via 266° track to NADDI and hold.

| | | | | |
|-----------------|--|---------------------------------|------------------------|-------------------------|
| ATIS 118.725 | LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST) | LOUISVILLE TOWER 124.2 257.8 | GND CON 121.7 348.6 | CLNC DEL 126.1 275.8 |
|-----------------|--|---------------------------------|------------------------|-------------------------|



| | | | | | | | |
|-------------------|-------------|---|-------------|-----------------|---------------------|-------------|-------|
| Procedure Turn NA | | VGSI and RNAV glidepath not coincident. | | 3000 | TEYUD | 266° TRK | NADDI |
| MENDY | | BLGRS | CHRCL | VOYUK | RW17R | | |
| 3000 | | 3000 | 2500 | 2500 | *1400 | | |
| GS 3.00° | | 2500 | | 2.8 NM to RW17R | *1.4 NM to RW17R | *LNAV only. | |
| TCH 50 | | 2500 | | 2.8 NM to RW17R | 1.4 NM | 1.4 NM | |
| 4.5 NM | | 1.6 NM | 3.3 NM | 1.4 NM | 1.4 NM | | |
| CATEGORY | A | B | C | D | | | |
| LPV DA | 755/24 | | 265 (300-½) | | | | |
| LNAV/VNAV DA | 946/50 | | 456 (500-1) | | | | |
| LNAV MDA | 1000/24 | | 510 (500-½) | | 1000/50 510 (500-1) | | |
| CIRCLING | 1040-1 | | 1140-1 | | 1140-1¾ | | |
| | 539 (600-1) | | 639 (700-1) | | 639 (700-1¾) | | |
| | | | | | | 1140-2 | |
| | | | | | | 639 (700-2) | |



HIRL all Rwys
TDZ/CL Rwys 17L, 35R, 17R, and 35L

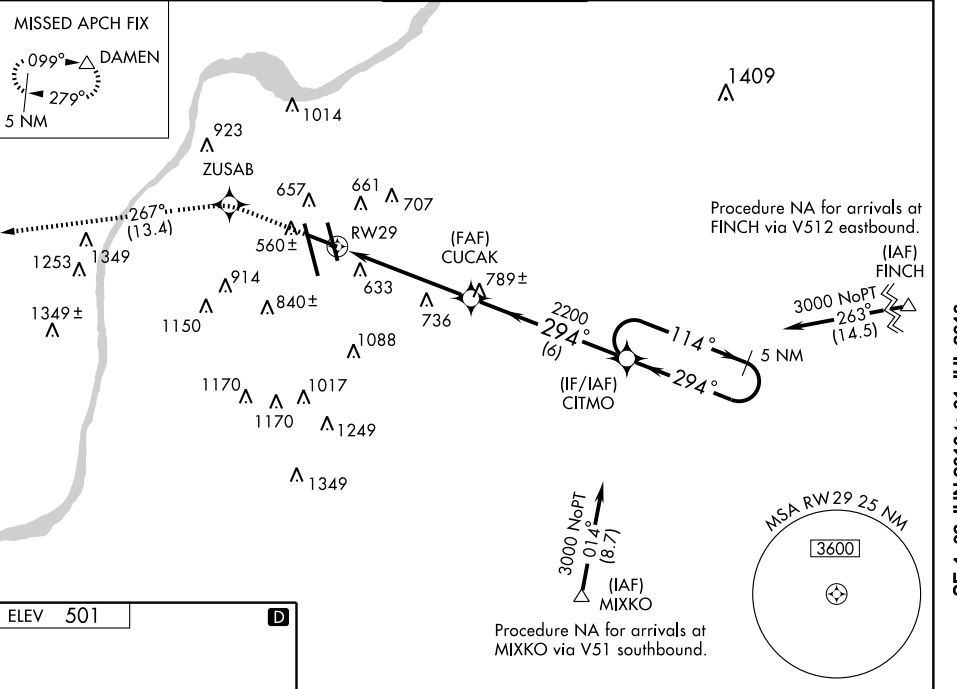
▼

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). If local altimeter setting not received, use Bowman Field altimeter setting. Baro-VNAV NA when using Bowman Field altimeter setting. For inoperative MALSR increase LPV visibility all Cats. to RVR 5000.

MALSR

MISSED APPROACH: Climb to 3000 direct ZUSAB and via 267° track to DAMEN and hold.

| | | | | |
|-----------------|--|---------------------------------|------------------------|-------------------------|
| ATIS 118.725 | LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST) | LOUISVILLE TOWER 124.2 257.8 | GND CON 121.7 348.6 | CLNC DEL 126.1 275.8 |
|-----------------|--|---------------------------------|------------------------|-------------------------|



ELEV 501

3000

ZUSAB

TRK 267°

DAMEN

CITMO

5 NM Holding Pattern

CUCAK

294°

2200

114°

3000

GS 3.00° TCH 55

| | | | | |
|--------------|-------------------------|-------------------------|-------------------------|-------------------------|
| CATEGORY | A | B | C | D |
| LPV DA | 773/24 293 (300-½) | | | |
| LNAV/VNAV DA | 917/50 437 (500-1) | | | |
| LNAV MDA | 1040/24 | 560 (600-½) | 1040/50 560 (600-1) | 1040/60 560 (600-¼) |
| CIRCLING | 1040-1½ 539 (600-1½) | 1160-1½ 659 (700-1½) | 1160-1¾ 659 (700-1¾) | 1180-2¼ 679 (700-2¼) |

SE-1: 03 JUN 2010 to 01 JUL 2010

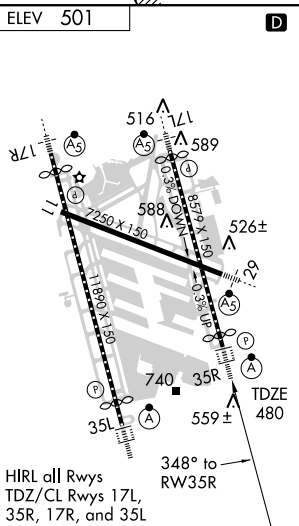
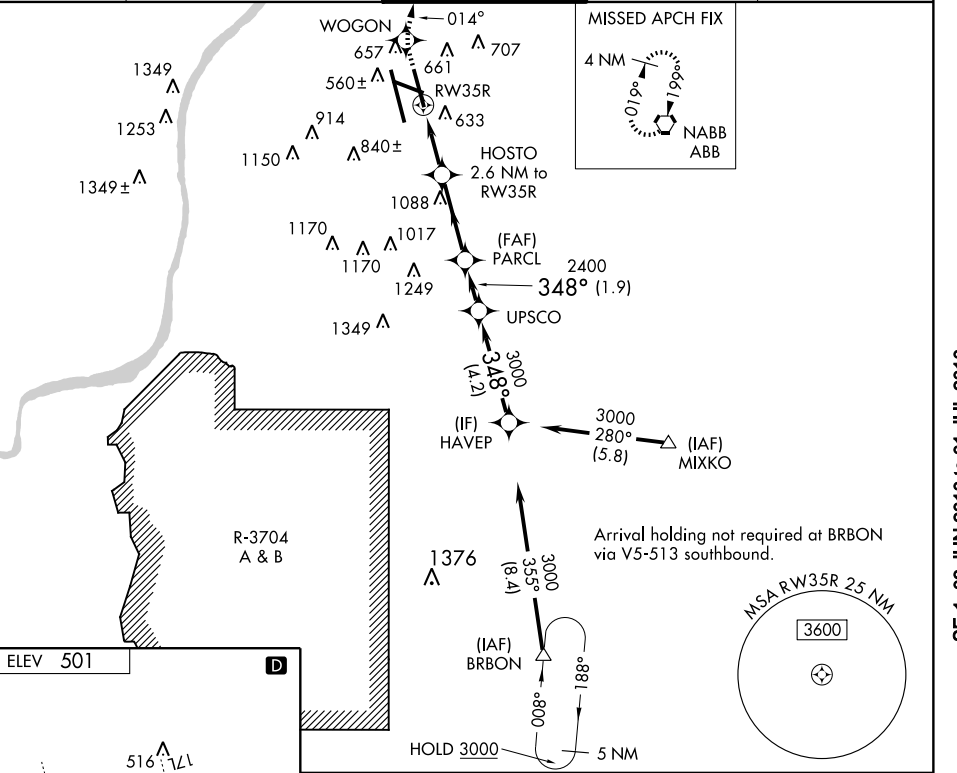
▼

For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -16°C (4°F) or above
48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000
direct WOGON and via 015° track
to ABB VORTAC and hold.

| | | | | |
|-----------------|--|---------------------------------|------------------------|-------------------------|
| ATIS 118.725 | LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST) | LOUISVILLE TOWER 124.2 257.8 | GND CON 121.7 348.6 | CLNC DEL 126.1 275.8 |
|-----------------|--|---------------------------------|------------------------|-------------------------|



| | | | | | | |
|--------------|-------------|-----------------------|--------------|---|--------------|-------------------|
| 3000 | WOGON | 015° TRK | ABB | VGSI and RNAV glidepath not coincident. UPSCO | | HAVEP |
| *LNAV only. | | HOSTO 2.6 NM to RW35R | PARCL | 348° | 3000 | Procedure Turn NA |
| RW35R | | *1.4 NM to RW35R | 2400 | GS 3.00° | TCH 61 | |
| 1.4 | | 1.2 NM | 3.2 NM | 1.9 NM | 4.2 NM | |
| CATEGORY | A | B | C | D | | |
| LPV DA | 680/18 | | 200 (200-½) | | | |
| LNAV/VNAV DA | 990/60 | | 510 (500-1¼) | | | |
| LNAV MDA | 1000/24 | | 1000/50 | | 1000/60 | 1000/60 |
| | 520 (500-½) | | 520 (500-1) | | 520 (500-1¼) | 520 (500-1¼) |
| CIRCLING | 1040-1 | | 1140-1 | | 1140-2 | 1140-2 |
| | 539 (600-1) | | 639 (700-1) | | 639 (700-1¾) | 639 (700-2) |

▽

Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct JUKBU and via 260° track to DAMEN and hold.

| | | | | |
|-----------------|--|---------------------------------|------------------------|-------------------------|
| ATIS 118.725 | LOUISVILLE APP CON 132.075 327.0 (EAST) 123.675 327.0 (WEST) | LOUISVILLE TOWER 124.2 257.8 | GND CON 121.7 348.6 | CLNC DEL 126.1 275.8 |
|-----------------|--|---------------------------------|------------------------|-------------------------|

ELEV 501

D

| | | | | | | |
|--------------|------------------------------|----------------------------------|---------------------------------|------------------------------|--|------------------------------|
| | <div>3000</div> <div>↑</div> | <div>JUKBU</div> <div></div> | <div>TRK 260°</div> <div></div> | <div>DAMEN</div> <div></div> | <div>VGSI and RNAV glidepath not coincident.</div> | |
| | <div>* LNAV only</div> | <div>COBDU 2.6 NM to RW35L</div> | <div>CRDNL</div> | <div>AWLEE</div> | <div>RDBRD</div> | |
| | <div></div> | <div>* 1.5 NM to RW35L</div> | <div>* 1340</div> | <div>2400</div> | <div>5000</div> | <div>Procedure Turn NA</div> |
| | <div>1.5</div> | <div>1.1</div> | <div>3.2 NM</div> | <div>5 NM</div> | <div>3.1 NM</div> | <div>GS 3.00°</div> |
| CATEGORY | A | B | C | D | | TCH 59 |
| LPV DA | 714/24 250 (300-½) | | | | | |
| LNAV/VNAV DA | 1648-5 1184 (1200-5) | | | | | |
| LNAV MDA | 1000/24 | 536 (500-½) | 1000/50 | 536 (500-1) | 1000/60 | 536 (500-1¼) |
| CIRCLING | 1040-1 | 539 (600-1) | 1140-1 | 639 (700-1) | 1140-1¾ | 639 (700-2) |

SE-1, 03 JUN 2010 to 01 JUL 2010

| | |
|------------------------|--|
| APP CRS 348° | Rwy Idg 10000 TDZE 464 Apt Elev 501 |
|------------------------|--|

RNAV (RNP) Z RWY 35L
LOUISVILLE INTL-STANDIEFORD FIELD (SDF)

T GPS Required. For inoperative ALSF-2, increase RNP 0.16
A NA all Cats. visibility to 1½ miles, RNP 0.30 all Cats. visibility to
 2 miles. For uncompensated Baro-VNAV systems, procedure
 NA below -15°C (5°F) or above 48°C (118°F).

ALSF-2



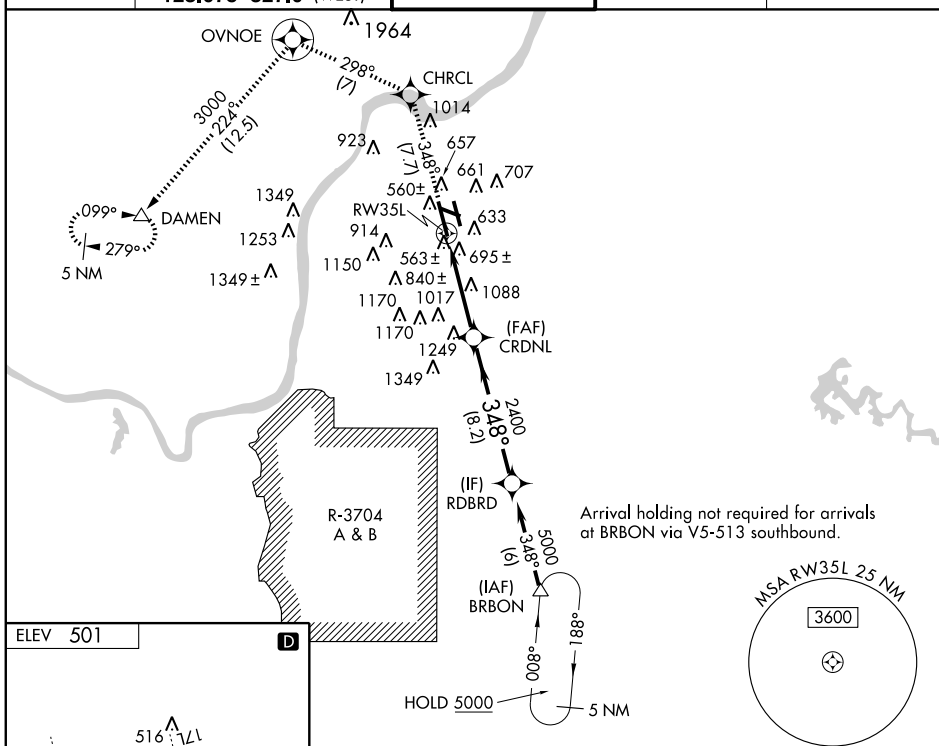
MISSED APPROACH: Climb to 3000 direct CHRCL and via 298° track to OVNOE and via 224° track to DAMEN and hold.

ATIS
118 725

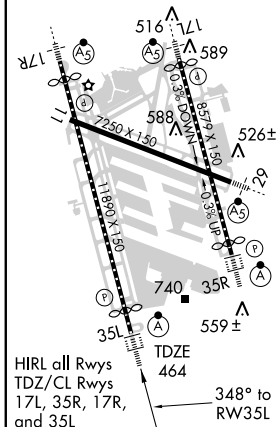
LOUISVILLE APP CON
132.075 327.0 (EAST)
123.675 327.0 (WEST)

LOUISVILLE TOWER
124.2 257.8

GND CON
121.7 348.6

CLNC DEL
126.1 275.8

| | |
|------|-----|
| ELEV | 501 |
|------|-----|



3000



| | |
|--|-------|
| | OVNOE |
|--|-------|

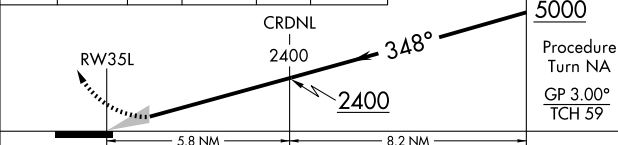


VGSI and RNAV glidepath
not coincident.



5000

Procedure
Turn NA
GP 3.00°
TCH 59



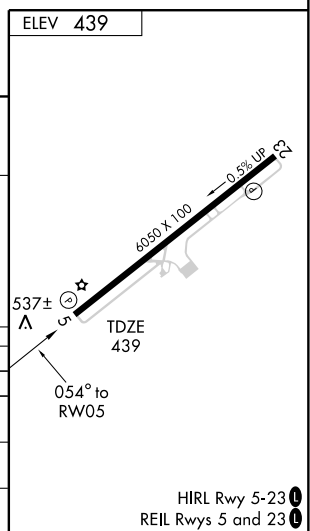
| CATEGORY | A | B | C | D |
|-------------|----------------------|---|---|---|
| RNP 0.16 DA | 905/50 441 (500-1) | | | |
| RNP 0.30 DA | 1057-1½ 593 (600-1½) | | | |

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

RNAV (GPS) RWY 5
MADISONVILLE MUNI (2I0)

MISSED APPROACH:
Climb to 2600 direct
LOREE and hold.

UNICOM
122.7 (CTAF) **L**



| CATEGORY | A | B | C | D |
|-------------------|----------------------|----------------------|------------------------|------------------------|
| LPV DA | | 775-1¼ | 336 (400-1¼) | |
| LNNAV/ VNAV DA | | 807-1¼ | 368 (400-1¼) | |
| LNNAV MDA | 880-1 | 441 (500-1) | 880-1¼ 441 (500-1¼) | 880-1½ 441 (500-1½) |
| CIRCLING | 880-1 441 (500-1) | 900-1 461 (500-1) | 900-1½ 461 (500-1½) | 1000-2 561 (600-2) |

HIRL Rwy 5-23 **L**
REIL Rwy 5 and 23 **L**

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 77911 W23A | APP CRS 235° | Rwy Idg TDZE Apt Elev | 6050 418 439 |
|--|------------------------|-----------------------------|---|

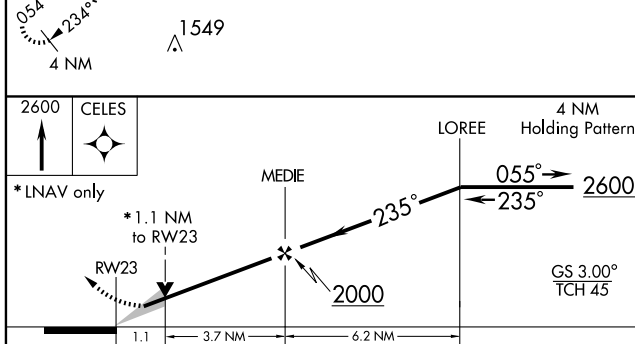
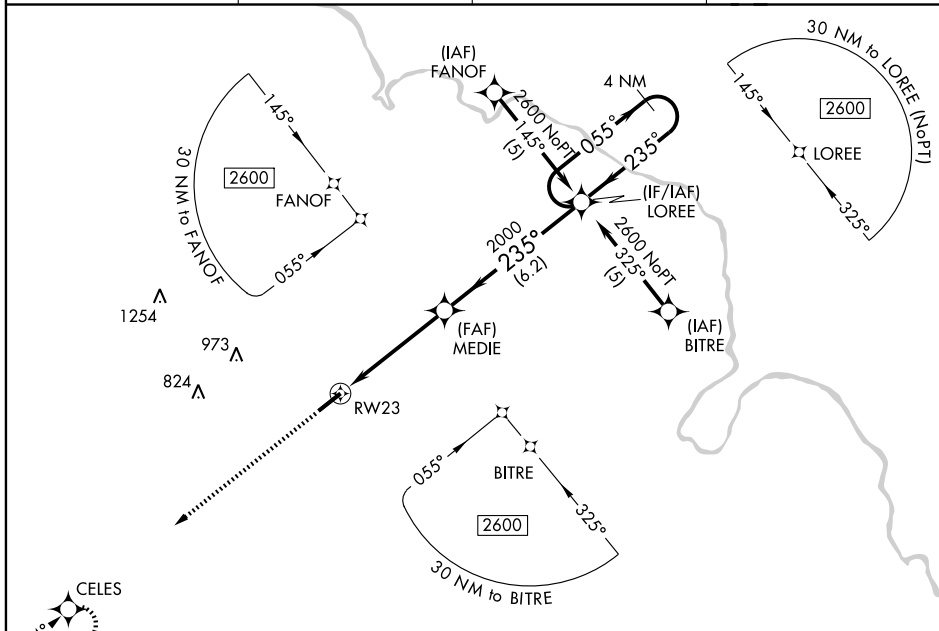
RNAV (GPS) RWY 23

MADISONVILLE MUNI (2I0)

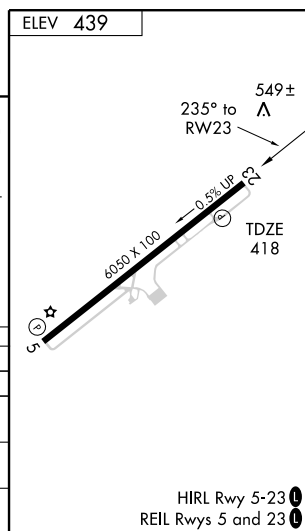
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats., LNAV Cats. C and D visibility ¼ mile. Baro VNAV and VDP NA when using Evansville Rgnl altimeter setting.

MISSED APPROACH:
Climb to 2600 direct
CELES and hold.

| | | | |
|--------------------------|--|--------------------------|---------------------------------|
| AWOS-3 126.475 | EVANSVILLE APP CON ★ 126.4 226.4 | CLNC DEL 120.1 | UNICOM 122.7 (CTAF) 0 |
|--------------------------|--|--------------------------|---------------------------------|



| CATEGORY | A | B | C | D |
|--------------|----------------------|----------------------|------------------------|------------------------|
| LPV DA | | 740-1¼ | 322 (400-1¼) | |
| LNAV/VNAV DA | | 819-1½ | 401 (400-1½) | |
| LNAV MDA | 800-1 | 382 (400-1) | | 800-1¼ 382 (400-1¼) |
| CIRCLING | 880-1 441 (500-1) | 900-1 461 (500-1) | 900-1½ 461 (500-1½) | 1000-2 561 (600-2) |



HIRL Rwy 5-23 0
REIL Rwy 5 and 23 0

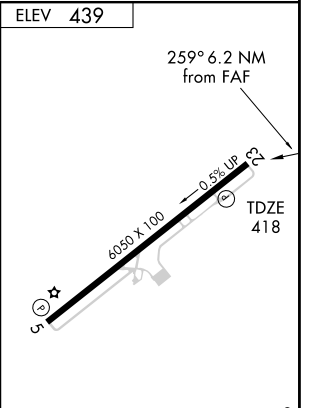
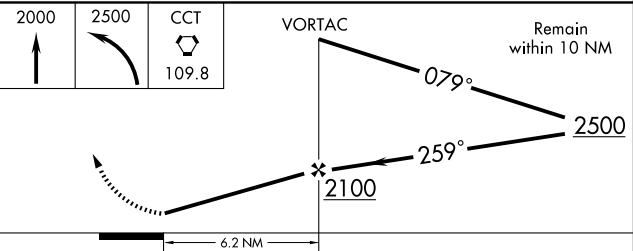
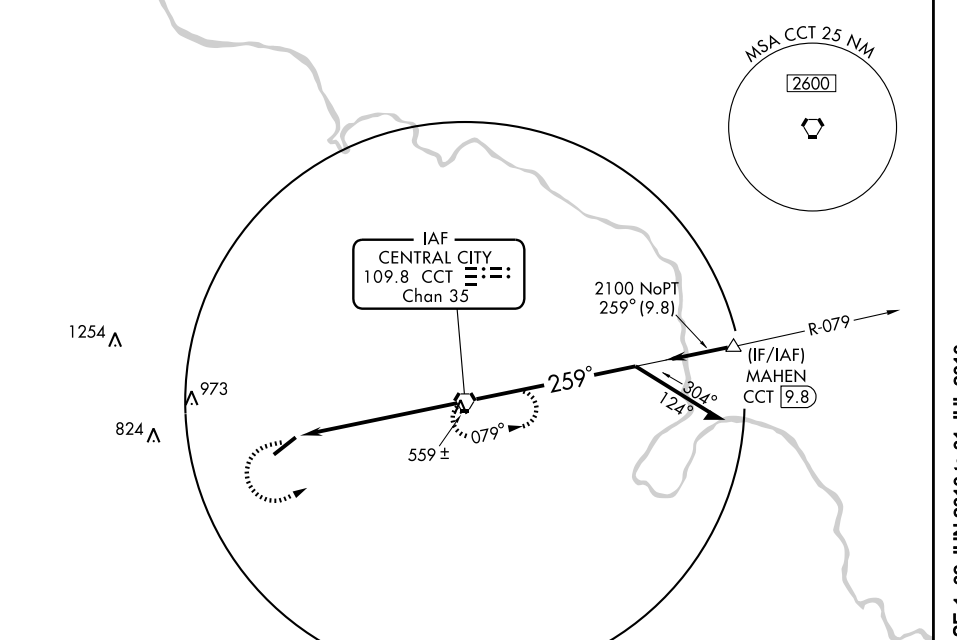
▼

▲ NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville Rgnl altimeter setting and increase all MDA 100 feet, and increase S-23 Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn 2500 direct CCT VORTAC and hold.

| | | | |
|-------------------|-------------------------------------|-------------------|--------------------------|
| AWOS-3 126.475 | EVANSVILLE APP CON ★ 126.4 226.4 | CLNC DEL 120.1 | UNICOM 122.7 (CTAF) 0 |
|-------------------|-------------------------------------|-------------------|--------------------------|



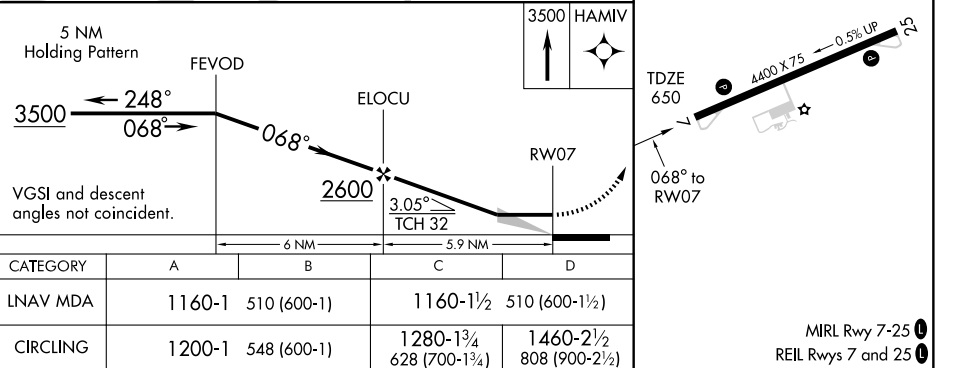
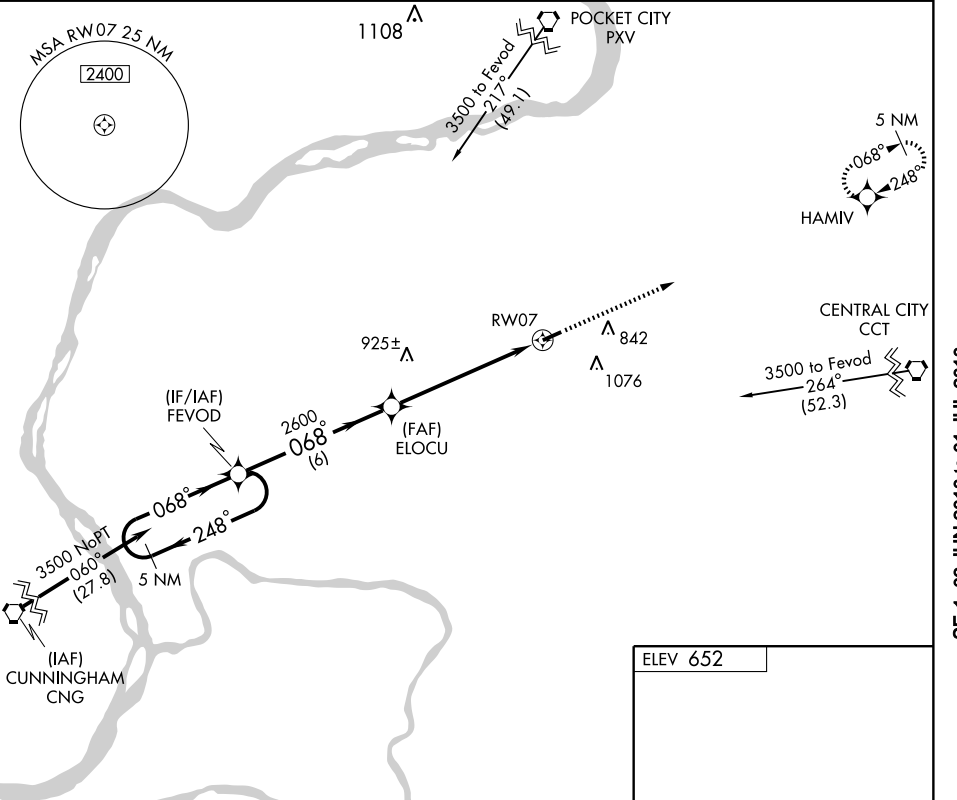
| CATEGORY | A | B | C | D | FAF to MAP 6.2 NM | | | | | |
|----------|----------------------|----------------------|------------------------|-----------------------|-------------------|------|------|------|------|------|
| S-23 | 820-1 | 402 (400-1) | 820-1¼ | 402 (400-1¼) | | | | | | |
| CIRCLING | 880-1 441 (500-1) | 900-1 461 (500-1) | 900-1½ 461 (500-1½) | 1000-2 561 (600-2) | Knots | 60 | 90 | 120 | 150 | 180 |
| | | | | | Min:Sec | 6:12 | 4:08 | 3:06 | 2:29 | 2:04 |

NA

DME/DME RNP-0.3 NA. Use Sturgis Muni altimeter setting, if not received, use Madisonville Muni altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3500 direct HAMIV and hold.

| | | |
|--------------------------------|---------------------------------|---------------|
| STURGIS MUNI AWOS-3 118.775 | MEMPHIS CENTER 133.65 292.15 | CTAF 122.9 |
|--------------------------------|---------------------------------|---------------|



APP CRS
248°

Rwy Idg
4400
TDZE
643
Apt Elev
652

RNAV (GPS) RWY 25

MARION-CRITTENDEN COUNTY (5M9)

NA

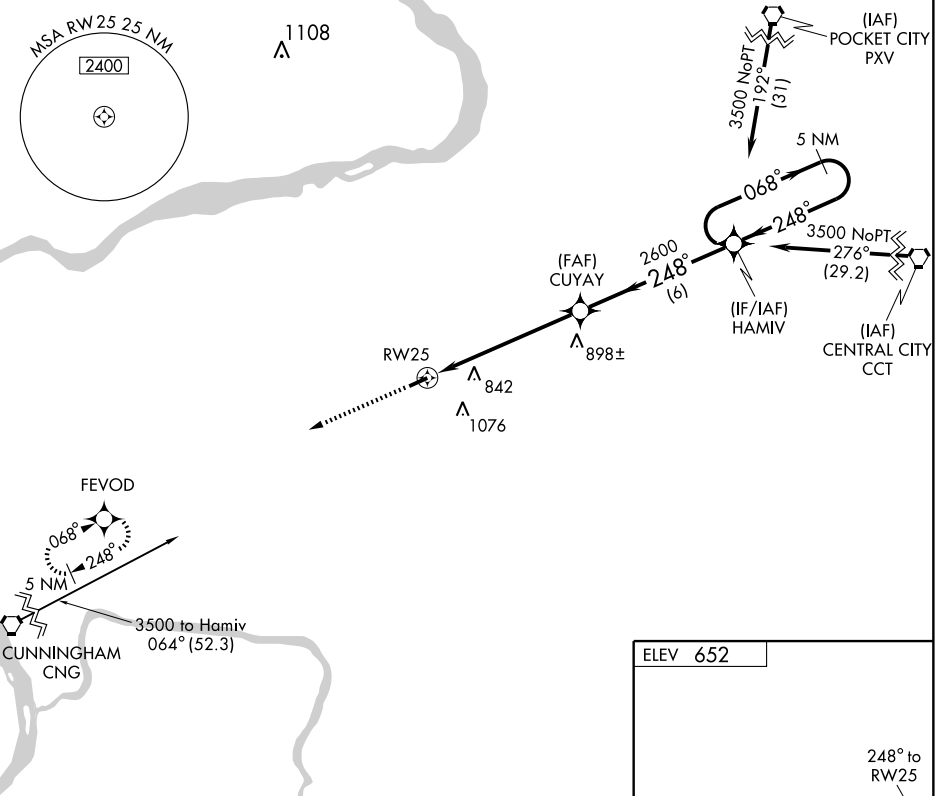
DME/DME RNP-0.3 NA. Use Sturgis Muni altimeter setting, if not received, use Madisonville Muni altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3500 direct FEVOD and hold.

STURGIS MUNI AWOS-3
118.775

MEMPHIS CENTER
133.65 292.15

CTAF
122.9 0



3500

FEVOD

RW25

CUYAY

HAMIV

6 NM

6 NM

2600

248°

068°

248°

3500

3.06°

TCH 33

5 NM Holding Pattern

| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-------------------------|
| LNAV MDA | 1220-1 | 577 (600-1) | 1220-1½ 577 (600-1½) | 1220-1¾ 577 (600-1¾) |
| CIRCLING | 1220-1 | 568 (600-1) | 1280-1¾ 628 (700-1¾) | 1460-2½ 808 (900-2½) |

ELEV 652

248° to RW25

0.5% UP

TDZE 643

4400 X 75

MIRL Rwy 7-25 0

REIL Rws 7 and 25 0

SE-1, 03 JUN 2010 to 01 JUL 2010

| | | | | |
|-----|------------|-------------|----------|------------|
| NDB | GGK | APP CRS | Rwy Idg | 5001 |
| | 401 | 004° | TDZE | 522 |
| | | | Apt Elev | 522 |

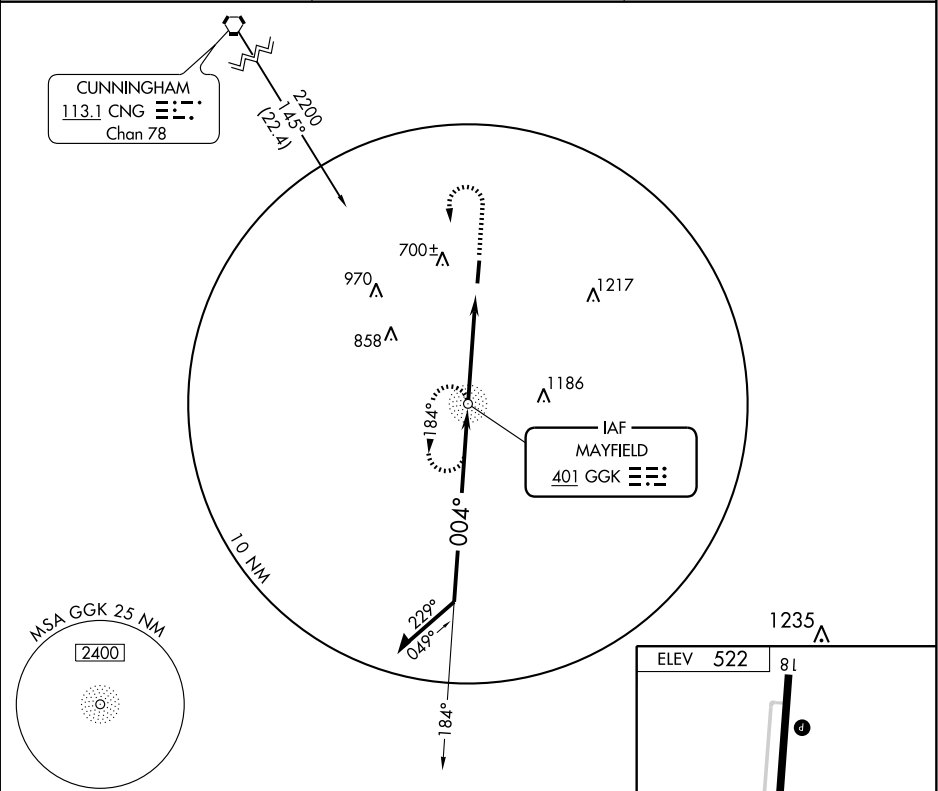
NDB RWY 36
MAYFIELD GRAVES COUNTY (M25)

▼ If local altimeter not received, use Paducah altimeter setting and increase all MDAs 60 feet.

▲ NA

MISSED APPROACH: Climb to 2200 then left turn direct GGK NDB and hold.

| | | |
|--------------------------|--|---------------------------------|
| AWOS-3 120.625 | MEMPHIS CENTER 133.65 292.15 | UNICOM 122.8 (CTAF) 0 |
|--------------------------|--|---------------------------------|



Remain within 10 NM

2200

184°

004°

2100*

4.3 NM

2200

GGK 401

ELEV 522

81

5001 X 100

TDZE 522

36

MIRL Rwy 18-36

REIL Rws 18 and 36

| | | | 4.3 NM | | | | 004° 4.3 NM from FAF | | | | | |
|----------|--------|-------------|-------------------------|-------------------------|---|------|----------------------|------|------|------|--|--|
| CATEGORY | A | B | C | D | MIRL Rwy 18-36 REIL Rws 18 and 36 FAF to MAP 4.3 NM | | | | | | | |
| S-36 | 1060-1 | 538 (600-1) | 1060-1½ 538 (600-1½) | 1060-1¾ 538 (600-1¾) | | | | | | | | |
| CIRCLING | 1060-1 | 538 (600-1) | 1060-1½ 538 (600-1½) | 1080-2 558 (600-2) | Knots | 60 | 90 | 120 | 150 | 180 | | |
| | | | | | Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 | | |

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5001 |
| 184° | TDZE | 523 |
| | Apt Elev | 523 |

RNAV (GPS) RWY 18

MAYFIELD GRAVES COUNTY (M25)

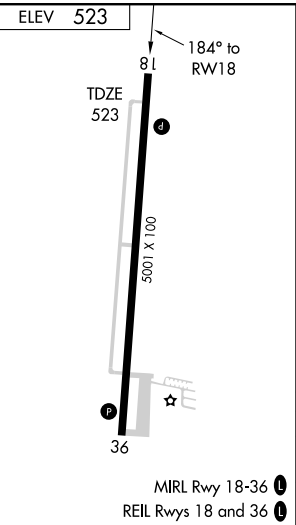
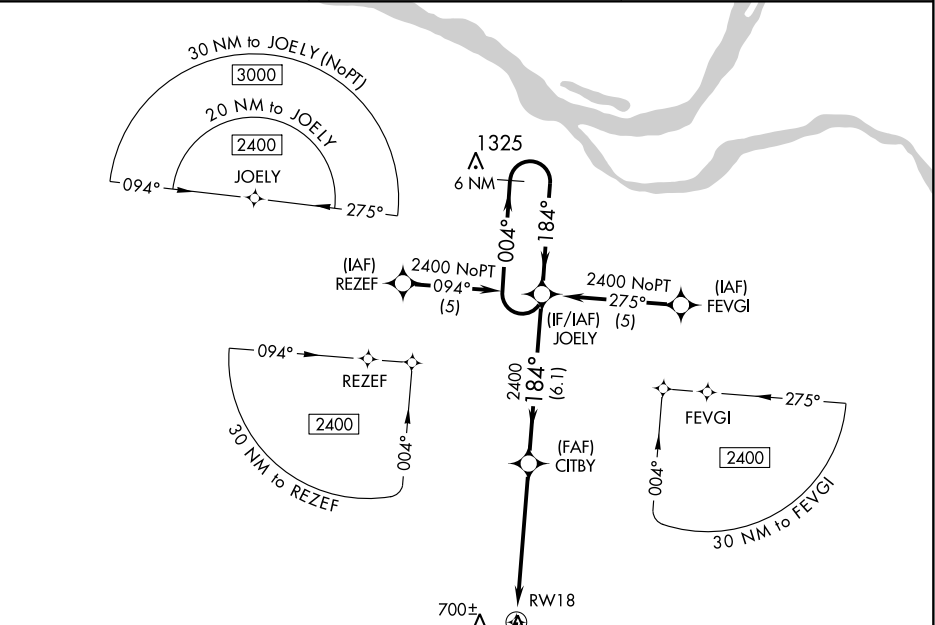
▼

NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet, increase LNAV Cat C and D visibility and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct LUXON and hold.

| | | |
|-------------------|---------------------------------|--------------------------|
| AWOS-3 120.625 | MEMPHIS CENTER 133.65 292.15 | UNICOM 122.8 (CTAF) 0 |
|-------------------|---------------------------------|--------------------------|



2300

LUXON

MISSED APCH FIX

LUXON

6 NM Holding Pattern

CITBY

JOELY

184°

004°

2400

184°

3.05° TCH 32

5.7 NM

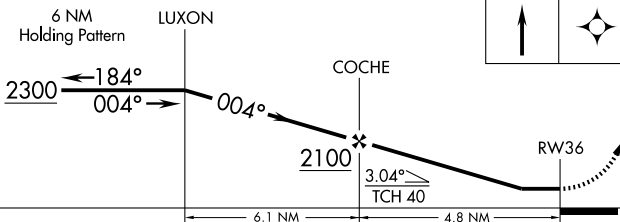
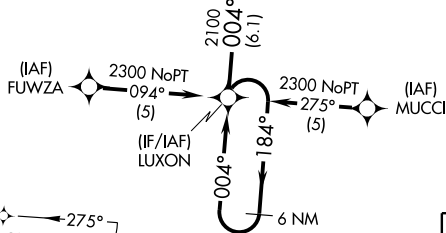
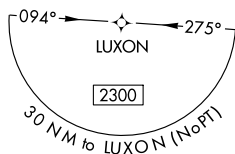
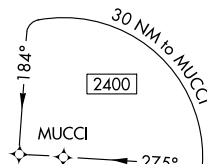
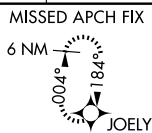
6.1 NM

| | | | | |
|----------|--------------------|---|----------------------|---------------------|
| CATEGORY | A | B | C | D |
| LNAV MDA | 880-1 357 (400-1) | | | 880-1¼ 357 (400-1¼) |
| CIRCLING | 1060-1 537 (600-1) | | 1060-1½ 537 (600-1½) | 1080-2 557 (600-2) |

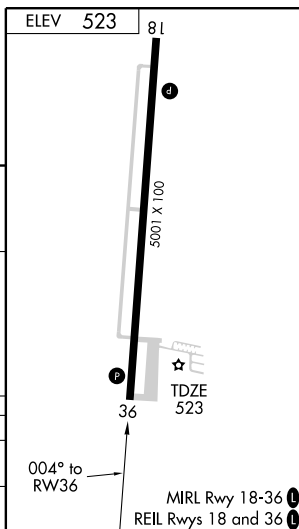
MIRL Rwy 18-36 0
REIL Rwy 18 and 36 0

RNAV (GPS) RWY 36
MAYFIELD GRAVES COUNTY (M25)

MISSED APPROACH: Climb to 2400 direct JOELY and hold.

UNICOM
122.8 (CTAF) **L**

| CATEGORY | A | B | C | D |
|----------|--------------------|---|------------------------|-----------------------|
| INAV MDA | 980-1 457 (500-1) | | 980-1¼ 457 (500-¼) | 980-1½ 457 (500-½) |
| CIRCLING | 1060-1 537 (600-1) | | 1060-1½ 537 (600-½) | 1080-2 557 (600-2) |



| | | |
|--|------------------------|---|
| VORTAC CNG 113.1 Chan 78 | APP CRS 137° | Rwy Idg TDZE Apt Elev N/A N/A 523 |
|--|------------------------|---|

VOR/DME-A

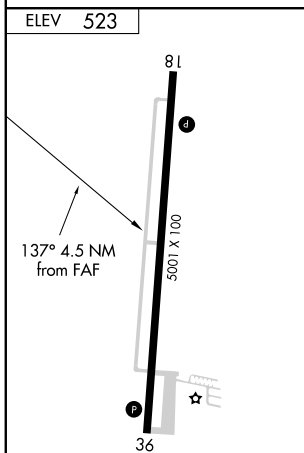
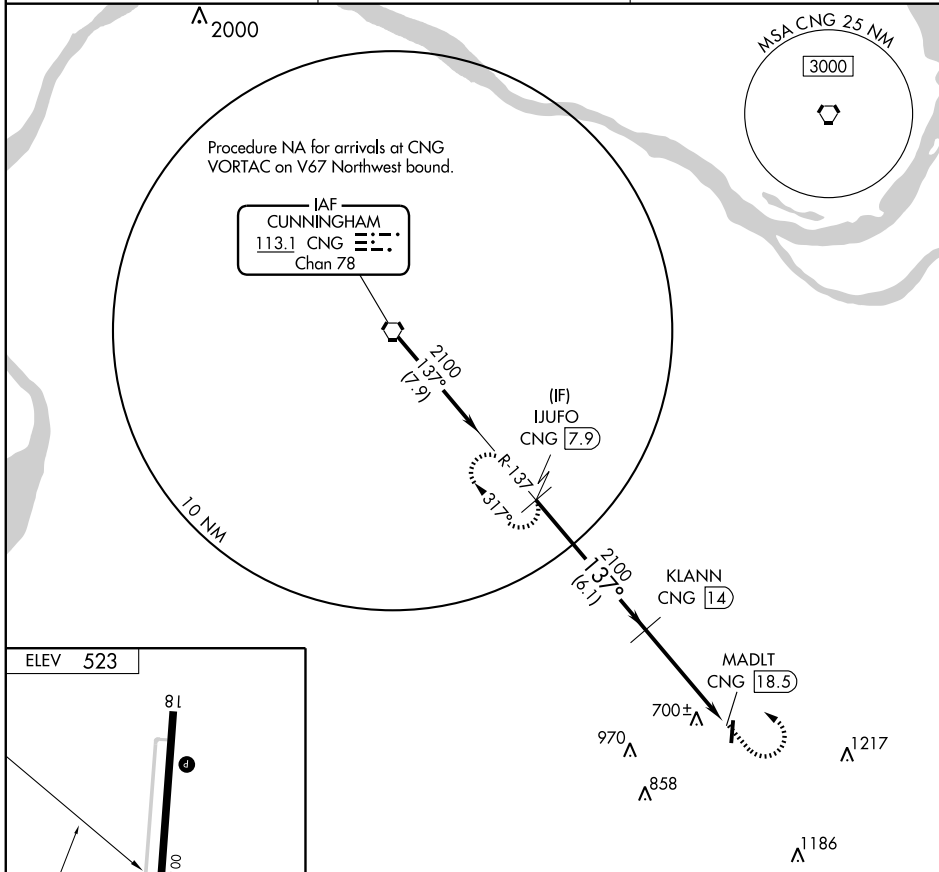
MAYFIELD GRAVES COUNTY (M25)

▽
△ NA

When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 via CNG VORTAC R-137 to IUFO 7.9 DME and hold.

| | | |
|--------------------------|--|--|
| AWOS-3 120.625 | MEMPHIS CENTER 133.65 292.15 | UNICOM 122.8 (CTAF) 0 |
|--------------------------|--|--|



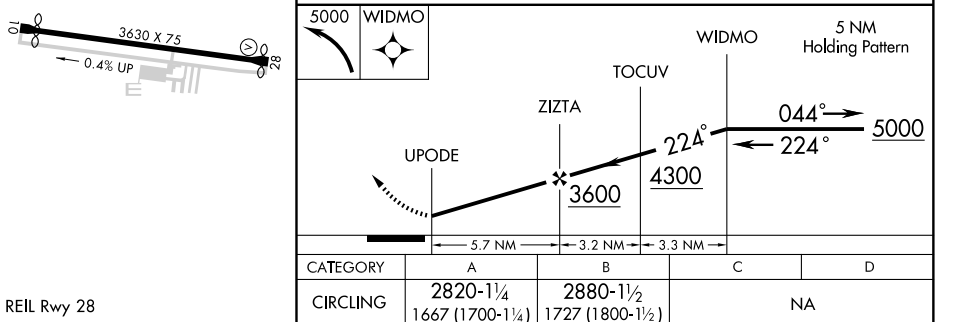
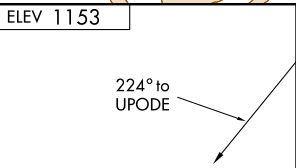
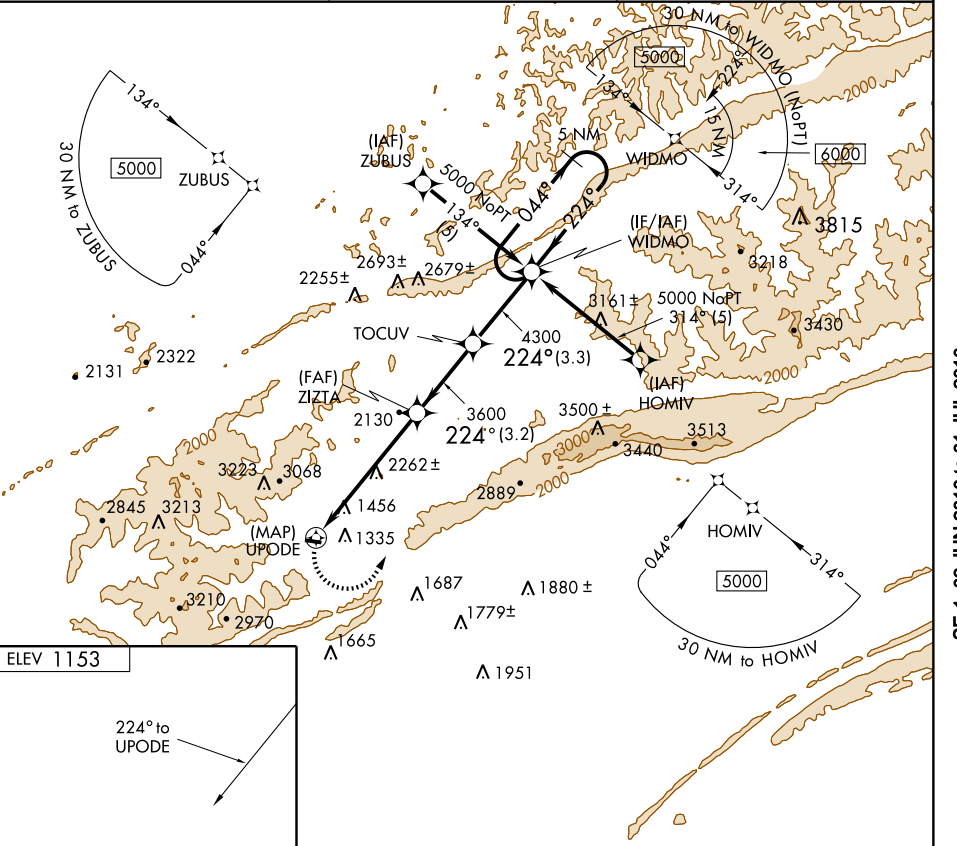
| | | | | | |
|----------|--------------------|--------------------|----------------------|--------------------|------------------|
| CATEGORY | Procedure Turn NA | | 1200 | 2300 | IUFO CNG [7.9] |
| | 2100 — 137° — 2100 | | ↑ | ↘ CNG R-137 113.1 | |
| CIRCLING | 6.1 NM | | 4.5 NM | | MADLT CNG [18.5] |
| | A | B | C | D | |
| | | 1060-1 537 (600-1) | 1060-1½ 537 (600-1½) | 1080-2 557 (600-2) | |

MIRL Rwy 18-36 **0**
REIL Rwy 18 and 36 **0**

If local altimeter setting not received, use London altimeter setting and increase all MDAs 380 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 5000 direct WIDMO and hold.

| | | |
|--------------------------|---|-------------------------------|
| AWOS-3 119.425 | INDIANAPOLIS CENTER 124.625 371.925 | UNICOM 122.8 (CTAF) |
|--------------------------|---|-------------------------------|



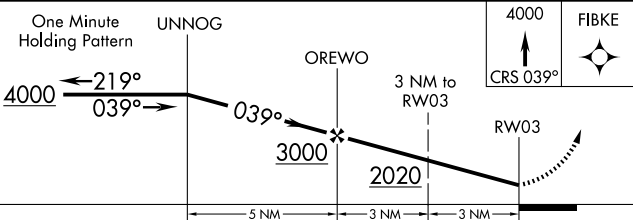
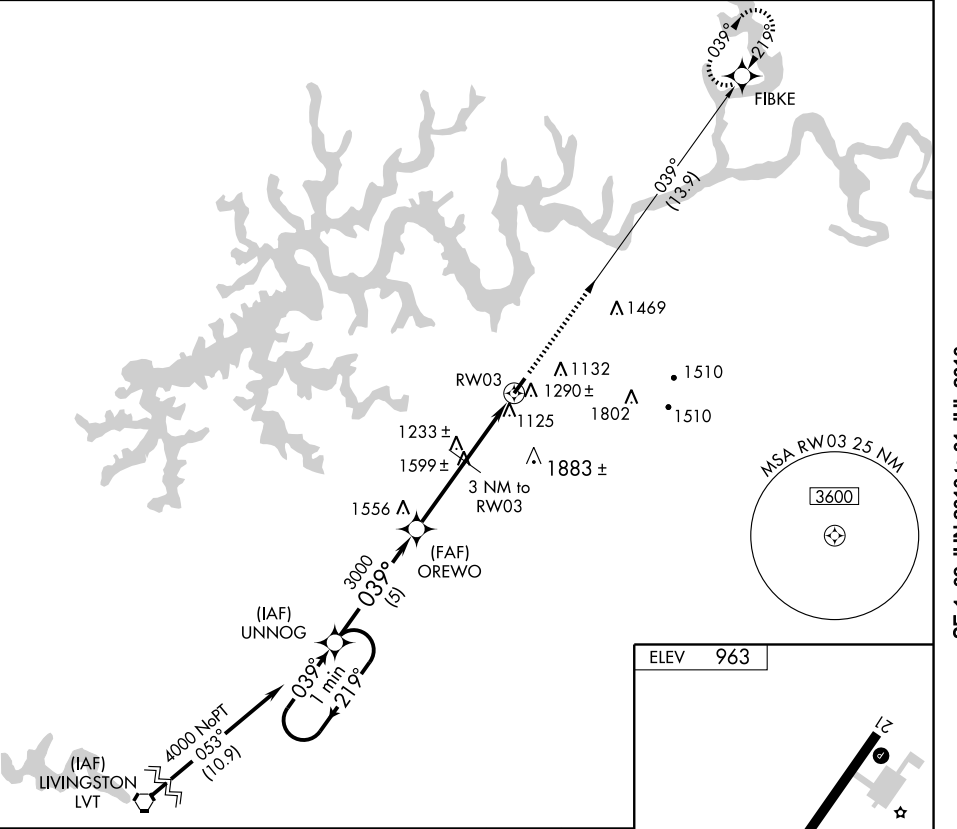
▼

▲ NA

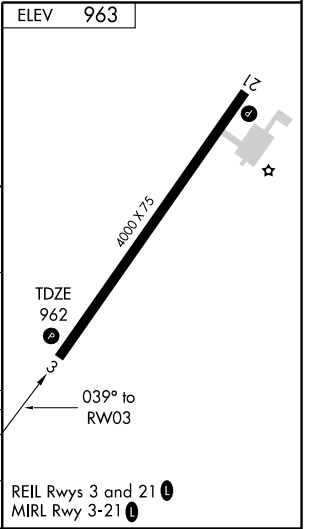
Use Somerset altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climb to 4000 via 039° course to FIBKE WP and hold.

| | | |
|-----------------|--|--------------------------|
| ASOS 118.825 | INDIANAPOLIS CENTER 124.625 371.925 | UNICOM 122.8 (CTAF) 0 |
|-----------------|--|--------------------------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-3 | 1580-1 | 618 (700-1) | 1580-1¾ 618 (700-1¾) | 1580-2 618 (700-2) |
| CIRCLING | 1820-1 857 (900-1) | 1820-1¼ 857 (900-1¼) | 1820-2½ 857 (900-2½) | 2060-3 1097 (1100-3) |



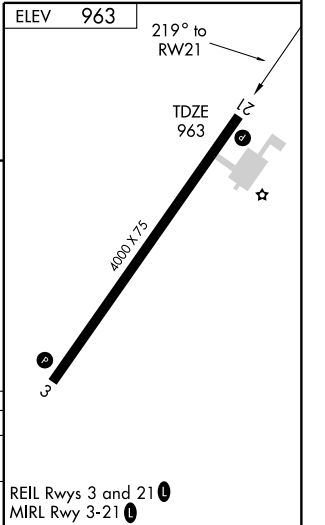
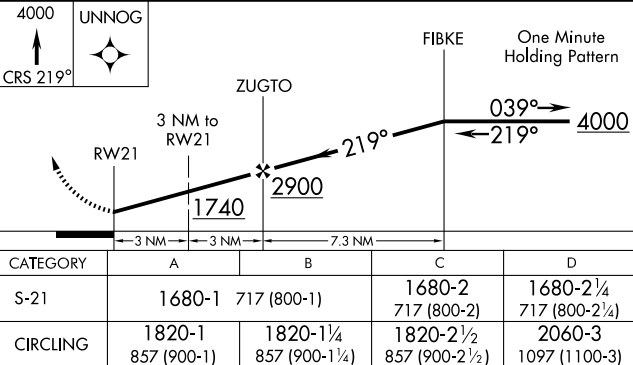
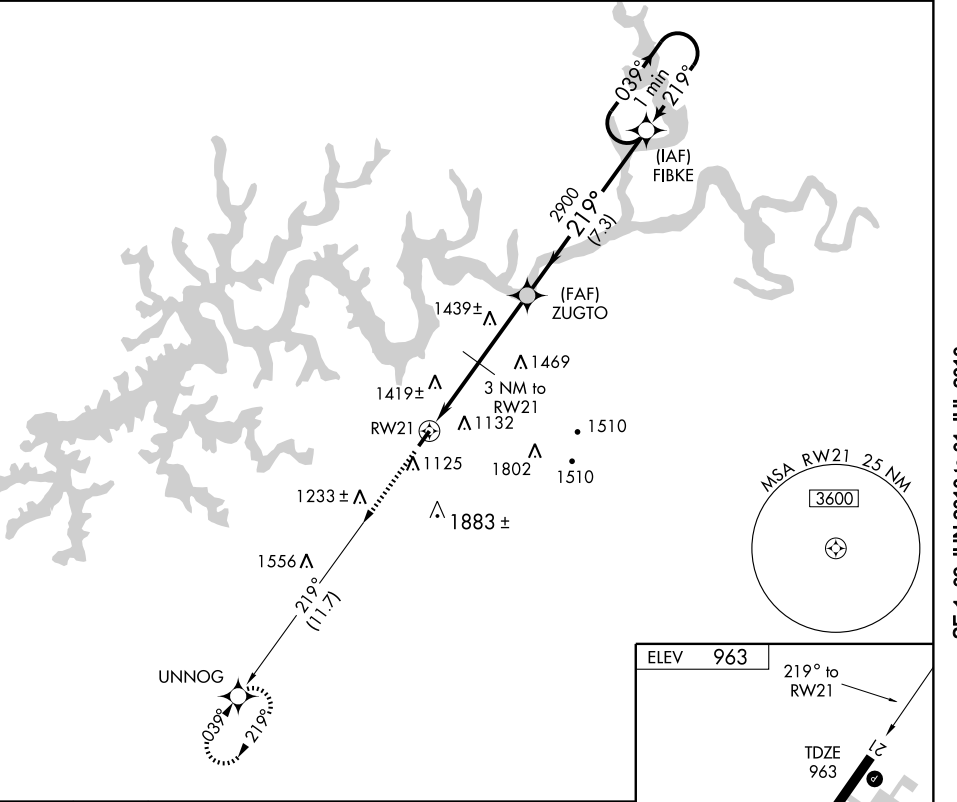
▼

▲ NA

Use Somerset altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climb to 4000 via 219° course to UNNOG WP and hold.

| | | |
|-----------------|--|--------------------------|
| ASOS 118,825 | INDIANAPOLIS CENTER 124,625 371.925 | UNICOM 122.8 (CTAF) 0 |
|-----------------|--|--------------------------|



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 86909 W02A | APP CRS 026° | Rwy Idg TDZE Apt Elev | 5500 1028 1028 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 2

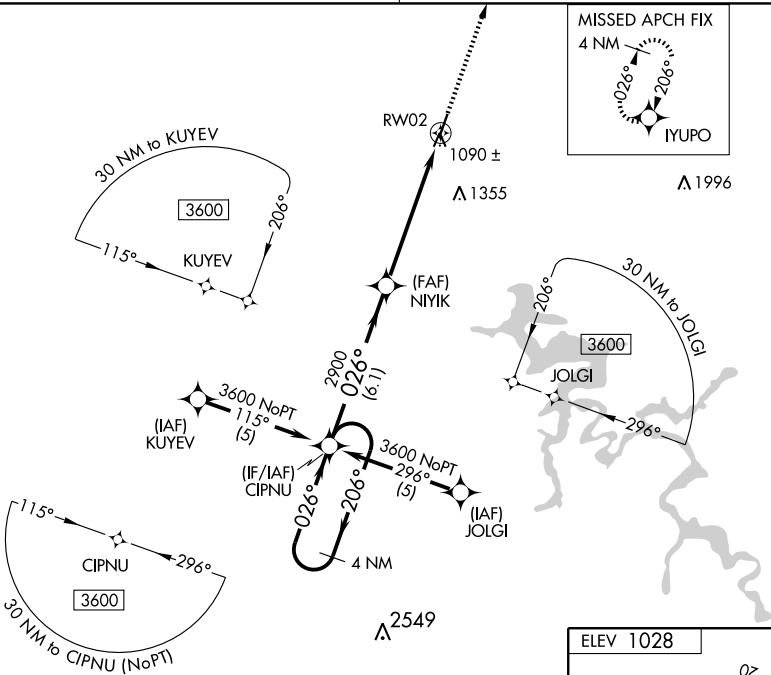
MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (M97)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Mount Sterling altimeter setting; when not received use Flemingsburg altimeter setting and increase all DA 15 feet, all MDA 20 feet, LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

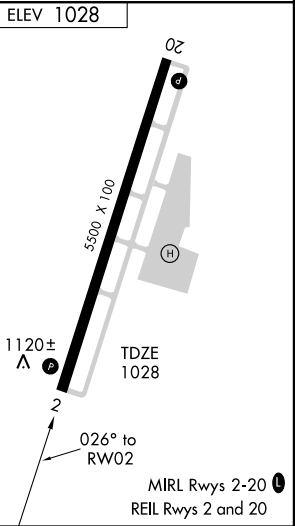
MISSED APPROACH: Climb to 3600 direct IYUPO and hold.

INDIANAPOLIS CENTER
124.225 360.725

UNICOM
122.8(CTAF)



| | | | | | |
|----------------------|--------------------|---|-------------------------|--------|-------------------------|
| 4 NM Holding Pattern | | VGSI and RNAV glidepath not coincident. | | 3600 | IYUPO |
| CIPNU | | NIYIK | | RW02 | |
| 3600 | | 2900 | | 4 NM | |
| GS 3.00° TCH 40 | | 6.1 NM | | 5.7 NM | |
| CATEGORY | A | B | C | D | |
| LPV DA | 1328-1 | | 300 (300-1) | | |
| LNAV/VNAV DA | 1410-1¼ | | 382 (400-1¼) | | |
| LNAV MDA | 1420-1 | | 392 (400-1) | | 1420-1¼ 392 (400-1¼) |
| CIRCLING | 1480-1 452 (500-1) | | 1480-1½ 452 (500-1½) | | 1580-2 552 (600-2) |



NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Mount Sterling altimeter setting; when not received use Flemingsburg altimeter setting and increase all DA 15 feet, all MDA 20 feet, and LPV all Cats. visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct CIPNU and hold.

INDIANAPOLIS CENTER
124.225 360.725

UNICOM
122.8 (CTAF) 0

The main chart displays the RNAV (GPS) RWY 20 approach. Key features include:

- Arrival from the North:** A 4 NM holding pattern at 3600 feet. The final approach segment is 206° for 2.7 NM to UNIC (3 NM to RW20), then 2900 feet for 3 NM to RW20. A missed approach fix is at CIPNU (3600 feet).
- Arrival from the South:** A 4 NM holding pattern at 3600 feet. The final approach segment is 206° for 2.7 NM to UNIC (3 NM to RW20), then 2900 feet for 3 NM to RW20. A missed approach fix is at CIPNU (3600 feet).
- Arrival from the West:** A 4 NM holding pattern at 3600 feet. The final approach segment is 206° for 2.7 NM to UNIC (3 NM to RW20), then 2900 feet for 3 NM to RW20. A missed approach fix is at CIPNU (3600 feet).
- Arrival from the East:** A 4 NM holding pattern at 3600 feet. The final approach segment is 206° for 2.7 NM to UNIC (3 NM to RW20), then 2900 feet for 3 NM to RW20. A missed approach fix is at CIPNU (3600 feet).

The inset chart shows the missed approach fix (MISSED APCH FIX) at CIPNU. It includes a diagram of the missed approach path and the elevation of the runway (ELEV 1028). The chart also shows the runway (RW20) and the missed approach fix (MISSED APCH FIX) at CIPNU.

| | | | | |
|---|---------|-------------|-------------------------|-----------------------|
| 3600 CIPNU | | | | |
| VGSi and RNAV glidepath not coincident. | | | | |
| 4 NM Holding Pattern | | | | |
| UNIC 3 NM to RW20 | | | | |
| SOVSE | | | | |
| RW20 | | | | |
| *2000 | | | | |
| GS 3.00° TCH 40 | | | | |
| CATEGORY | A | B | C | D |
| LPV DA | 1387-1¼ | | 367 (400-1¼) | |
| LNNAV/VNAV DA | 1416-1½ | | 396 (400-1½) | |
| LNNAV MDA | 1400-1 | | 380 (400-1) | |
| CIRCLING | 1480-1 | 452 (500-1) | 1480-1½ 452 (500-1½) | 1580-2 552 (600-2) |

SE-1, 03 JUN 2010 to 01 JUL 2010

APP CRS

211°

Rwy Idg

5002

TDZE

1006

Apt Elev

1019

GPS RWY 21

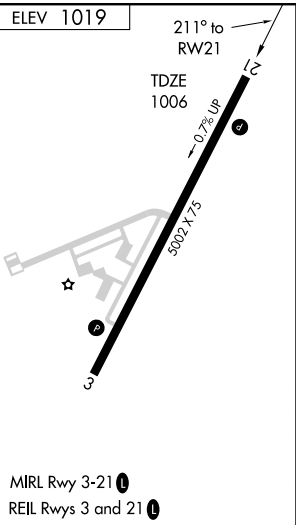
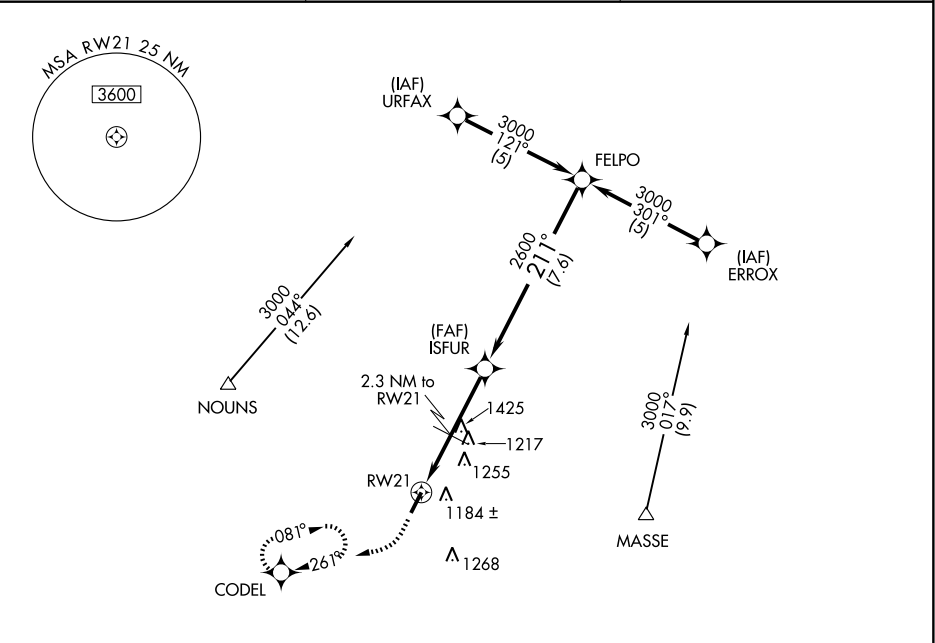
MOUNT STERLING-MONTGOMERY COUNTY (IOB)

▼

▲ NA

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct CODEL WP and hold.

| | | |
|-------------------|-----------------------------------|---------------------------------|
| AWOS-3 120.675 | LEXINGTON APP CON 120.15 259.3 | UNICOM 122.8 (CTAF) 1 |
|-------------------|-----------------------------------|---------------------------------|



| | | | | |
|--|--------|-------------|-------------------------|-------------------------|
| <div>1800</div> <div>3000</div> <div>CODEL</div> | | | | |
| <div><div>RW21</div><div>2.3 NM to RW21</div><div>3.18°</div><div>TCH 40</div><div>1800</div><div>2600</div><div>ISFUR</div><div>211°</div><div>3000</div><div>FELPO</div></div> | | | | |
| <div>Procedure Turn NA</div> | | | | |
| <div>2.3 NM2.7 NM7.6 NM</div> | | | | |
| CATEGORY | A | B | C | D |
| S-21 | 1460-1 | 454 (500-1) | 1460-1¼ 454 (500-1¼) | 1460-1½ 454 (500-1½) |
| CIRCLING | 1540-1 | 521 (600-1) | 1540-1½ 521 (600-1½) | 1580-2 561 (600-2) |

MIRL Rwy 3-21 **1**

REIL Rwy 3 and 21 **1**

SE-1.03 JUN 2010 to 01 JUL 2010

| | | | |
|---------|---------|--------------|------|
| NDB IOB | APP CRS | Rwy Idg TDZE | 5002 |
| 210 | 018° | Apt Elev | 1020 |
| | | | 1019 |

NDB or GPS RWY 3

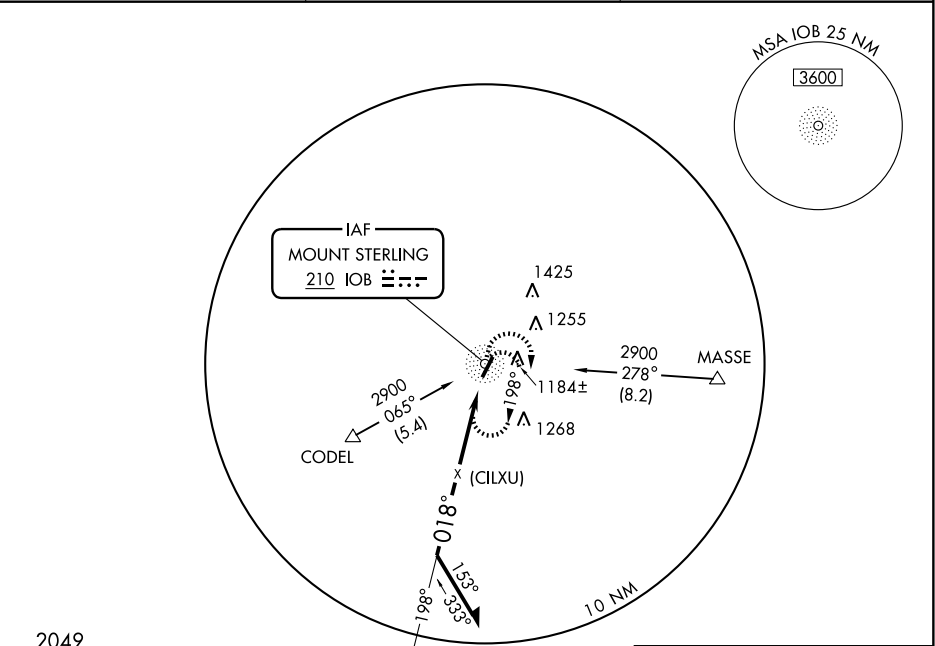
MOUNT STERLING-MONTGOMERY COUNTY (IOB)

▼

▲ NA

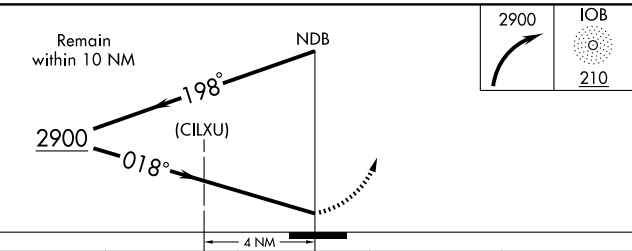
MISSED APPROACH: Climbing right turn to 2900 in IOB NDB holding pattern.

| | | |
|-------------------|-----------------------------------|---------------------------------|
| AWOS-3 120.675 | LEXINGTON APP CON 120.15 259.3 | UNICOM 122.8 (CTAF) U |
|-------------------|-----------------------------------|---------------------------------|

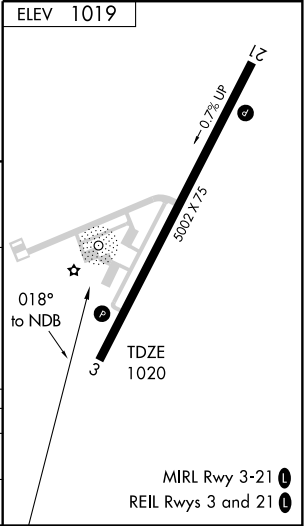


2049
▲

ELEV 1019



| CATEGORY | A | B | C | D |
|----------|--------------------|---|---|--------------------|
| S-3 | 1660-1 640 (700-1) | | 1660-1 ³ / ₄ 640 (700-1 ³ / ₄) | 1660-2 640 (700-2) |
| CIRCLING | 1660-1 640 (700-1) | | 1660-1 ³ / ₄ 640 (700-1 ³ / ₄) | 1660-2 640 (700-2) |



| | | | |
|------------|-------------|----------|------|
| NDB IOB | APP CRS | Rwy Idg | 5002 |
| <u>210</u> | <u>221°</u> | TDZE | 1007 |
| | | Apt Elev | 1019 |

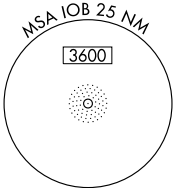
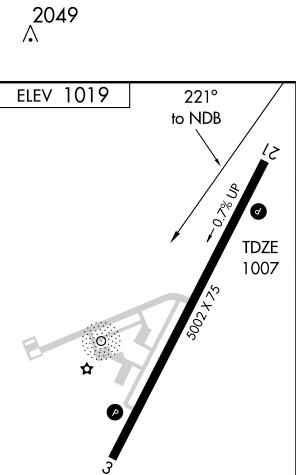
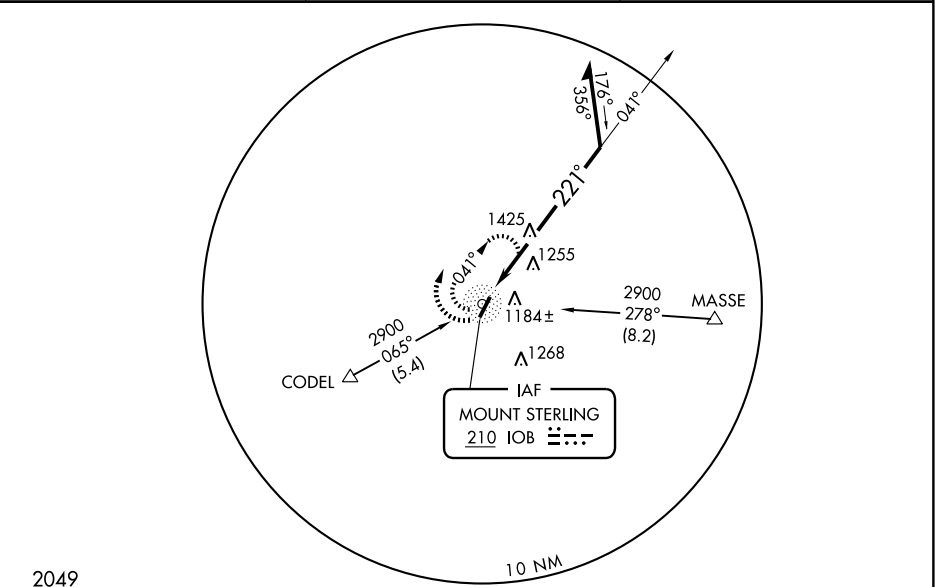
MOUNT STERLING-MONTGOMERY COUNTY (IOB)

▼

▲ NA

MISSED APPROACH: Climbing right turn to 2900 in IOB NDB holding pattern.

| | | |
|-------------------|-----------------------------------|---------------------------------|
| AWOS-3 120.675 | LEXINGTON APP CON 120.15 259.3 | UNICOM 122.8 (CTAF) 0 |
|-------------------|-----------------------------------|---------------------------------|



2900

IOB
210

NDB

041°

221°

2900

Remain within 10 NM

| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-21 | 1840-1 833 (900-1) | 1840-1¼ 833 (900-1¼) | 1840-2½ 833 (900-2½) | 1840-2¾ 833 (900-2¾) |
| CIRCLING | 1840-1 820 (900-1) | 1840-1¼ 820 (900-1¼) | 1840-2½ 820 (900-2½) | 1840-2¾ 820 (900-2¾) |

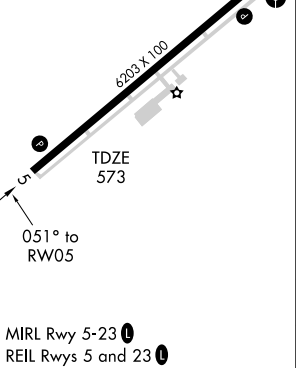
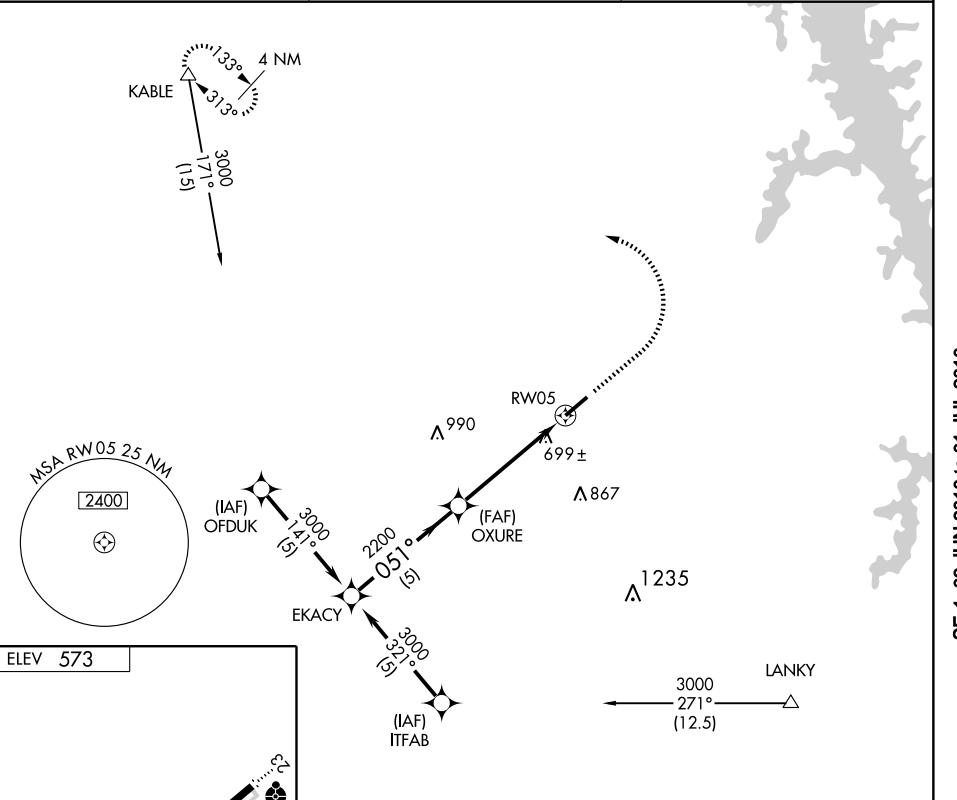
MIRL Rwy 3-21 **0**
REIL Rwy 3 and 21 **0**

▼

▲ NA

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct KABLE WP and hold.

| | | |
|-------------------|---------------------------------|--------------------------|
| AWOS-3 119.975 | MEMPHIS CENTER 133.65 292.15 | UNICOM 122.7 (CTAF) 0 |
|-------------------|---------------------------------|--------------------------|



| | | | | |
|----------|-----------------------|-----------------------|-------------------------|------------------------|
| | 1600 | | 3000 | KABLE △ |
| | ↑ | | ↶ | |
| | EKACY | | OXURE | RW05 |
| | 3000 | | 2200 | |
| | 051° | | 2.96° | |
| | 5 NM | | 5 NM | |
| CATEGORY | A | B | C | D |
| S-5 | 960-1 387 (400-1) | | | 960-1¼ 387 (400-1¼) |
| CIRCLING | 1000-1 427 (500-1) | 1040-1 467 (500-1) | 1040-1½ 467 (500-1½) | 1140-2 567 (600-2) |

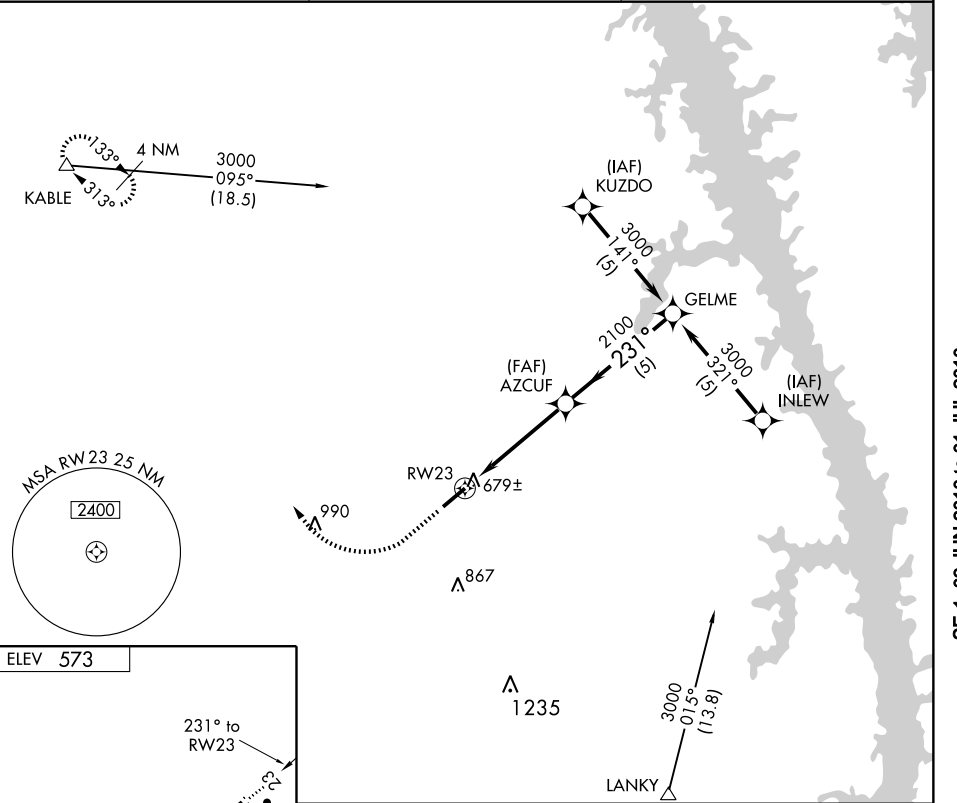
▼

▲ NA

ODALS

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct KABLE WP and hold.

| | | |
|-------------------|---------------------------------|--------------------------|
| AWOS-3 119.975 | MEMPHIS CENTER 133.65 292.15 | UNICOM 122.7 (CTAF) 0 |
|-------------------|---------------------------------|--------------------------|






| | | | | | |
|----------|--------------------|--------------------|---|---------------------|-------|
| 1600 | 3000 | KABLE | VGSi and descent angles not coincident. | | GELME |
| | | | | | 3000 |
| | | Procedure Turn NA | | | |
| CATEGORY | A | B | C | D | |
| S-23 | 940-1 373 (400-1) | | | 940-1¼ 373 (400-1¼) | |
| CIRCLING | 1000-1 427 (500-1) | 1040-1 467 (500-1) | 1040-1½ 467 (500-1½) | 1140-2 567 (600-2) | |

MIRL Rwy 5-23 0

REIL Rws 5 and 23 0


| | | | |
|----------------------------------|------------------------|-----------------------------|---|
| LOC I-EUY <u>110.5</u> | APP CRS 231° | Rwy Idg TDZE Apt Elev | 6203 567 573 |
|----------------------------------|------------------------|-----------------------------|---|

LOC RWY 23
MURRAY/ KYLE-OAKLEY FIELD (CEY)

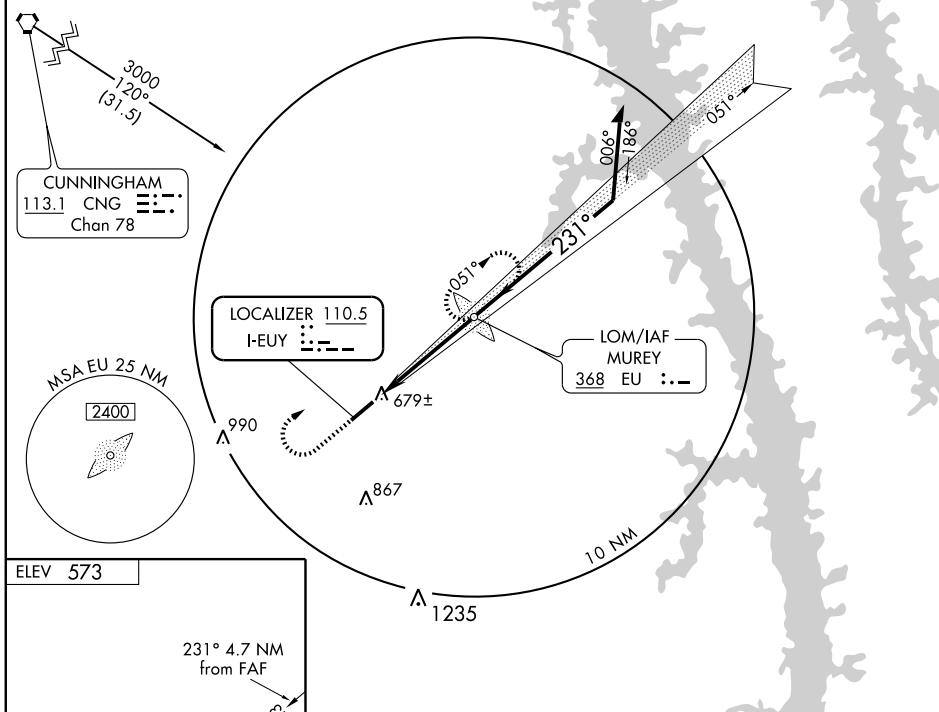
| | | |
|---|--|---|
|   NA | ODALS  | MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct EU LOM and hold. |
|---|--|---|

AWOS-3
119.975

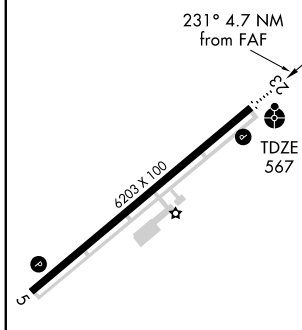
MEMPHIS CENTER
133.65 292.15

UNICOM
122.7 (CTAF) 

ADF REQUIRED



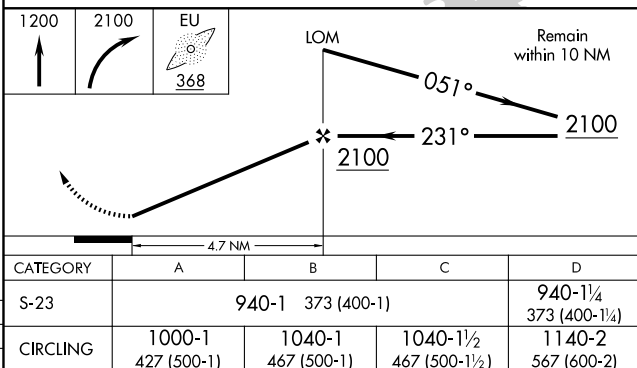
ELEV 573



REIL Rwy 5 and 23 **L**
MIRL Rwy 5-23 **L**

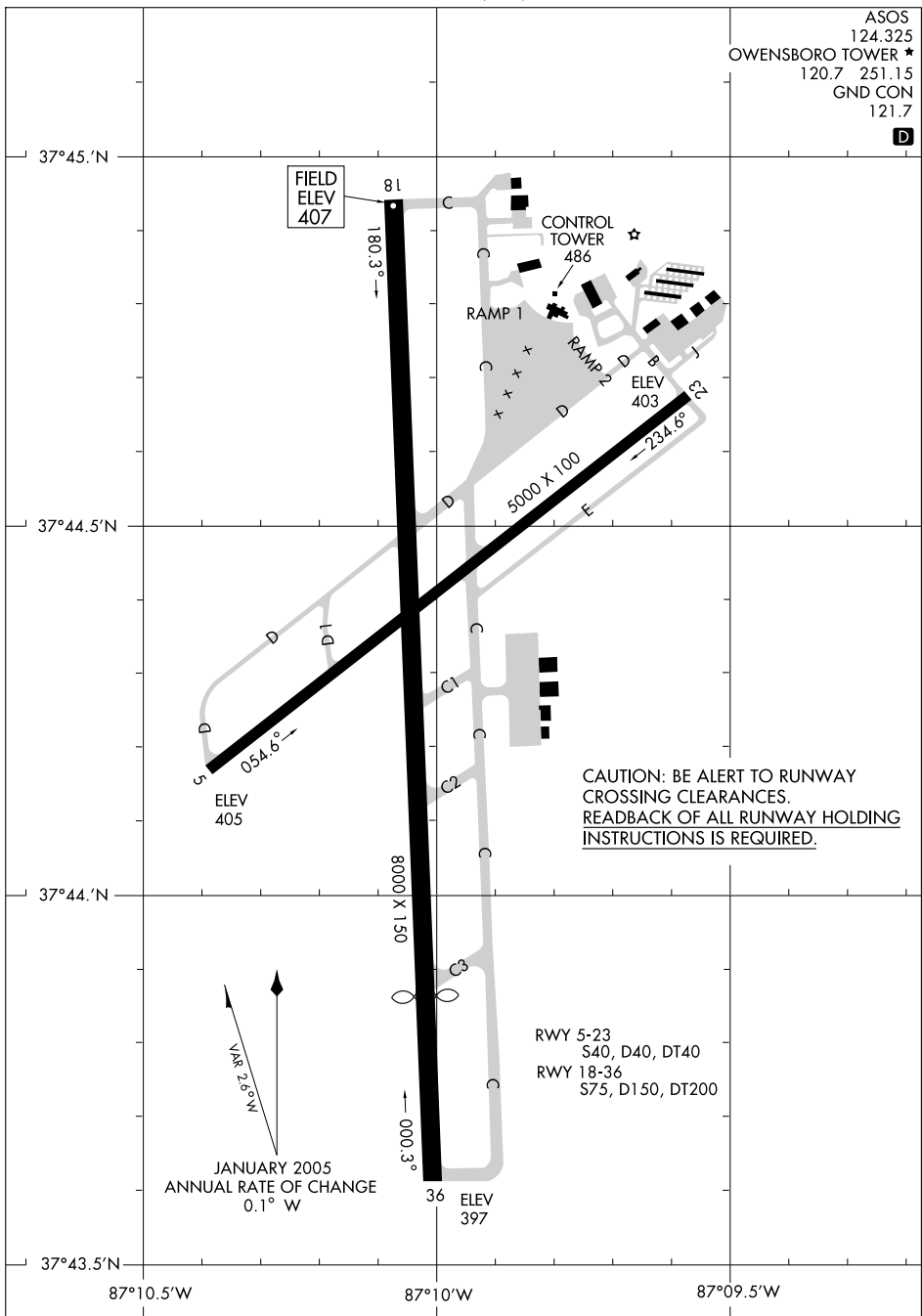
FAF to MAP 4.7 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |



AIRPORT DIAGRAM

AL-707 (FAA)

OWENSBORO-DAVIESS COUNTY (OWB)
OWENSBORO, KENTUCKY

SE-1, 03 JUN 2010 to 01 JUL 2010

ILS or LOC RWY 36
OWENSBORO-DAVIESS COUNTY (OWB)

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct HIGUY LOM/OWD VOR/DME 6.5 DME and hold.

Diagram illustrating the S-ILS 36 approach procedure. Key features include:

- Obstacle heights: 1500, 2600, 2310, and 2400.
- Heading: 179° and 359°.
- Distance: 5.7 NM.
- Gradient: GS 3.00° TCH 57.
- Remaining distance: Remain within 10 NM.

| CATEGORY | A | B | C | D |
|----------|-------|--------------------|---------------------------|--|
| S-ILS 36 | | 601- $\frac{3}{4}$ | 200 (200- $\frac{3}{4}$) | |
| S-LOC 36 | | 720-1 | 319 (400-1) | |
| CIRCLING | 920-1 | 513 (600-1) | 1120-2 713 (800-2) | 1140-2 $\frac{1}{4}$ 733 (800-2 $\frac{1}{4}$) |

| | | |
|-------------|----------|-------------|
| APP CRS | Rwy Idg | 5000 |
| 053° | TDZE | 405 |
| | Apt Elev | 406 |

RNAV (GPS) RWY 5

OWENSBORO-DAVIESS COUNTY (OWB)



When control tower closed, use Evansville altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

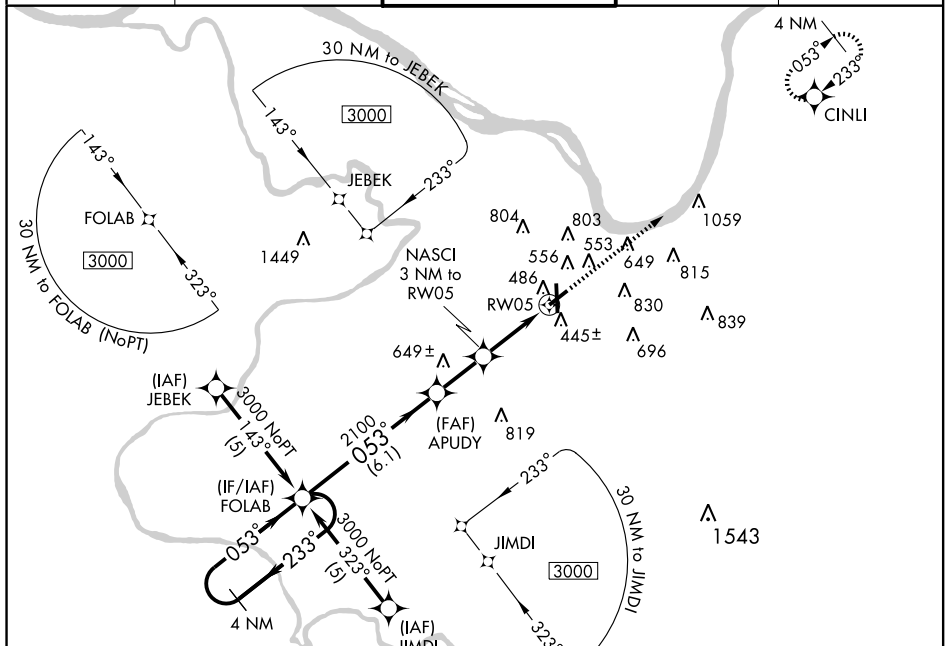
MISSED APPROACH: Climb to 3000 direct CINLI WP and hold.

ASOS
124.325

EVANSVILLE APP CON★
126.4 226.4

OWENSBORO TOWER ★
120.7 (CTAF) L 251.15

GND CON
121.7

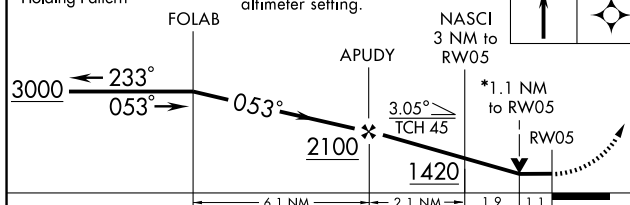
UNICOM
122.95

SE-1. 03 JUN 2010 to 01 JUL 2010

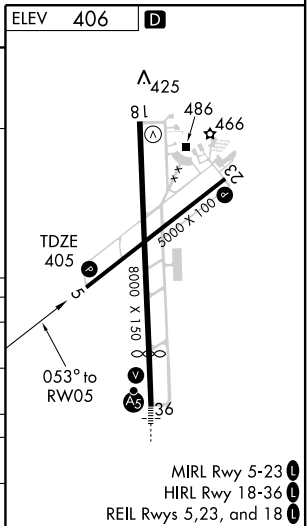
4 NM
Holding Pattern

* VDP NA with Evansville altimeter setting.

| | |
|------|---|
| 3000 | CINLI |
| ↑ |  |



| CATEGORY | A | B | C | D |
|---------------------------------------|-------|-------------|-------------------------|-------------------------|
| LNAV MDA | 800-1 | 395 (400-1) | | 800-1¼ 395 (400-1¼) |
| CIRCLING | 860-1 | 454 (500-1) | 1120-2 714 (800-2) | 1140-2¼ 734 (800-2¼) |
| EVANSVILLE ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 860-1 | 455 (500-1) | 860-1¼ 455 (500-1¼) | 860-1½ 455 (500-1½) |
| CIRCLING | 920-1 | 514 (600-1) | 1180-2¼ 774 (800-2¼) | 1200-2½ 794 (800-2½) |

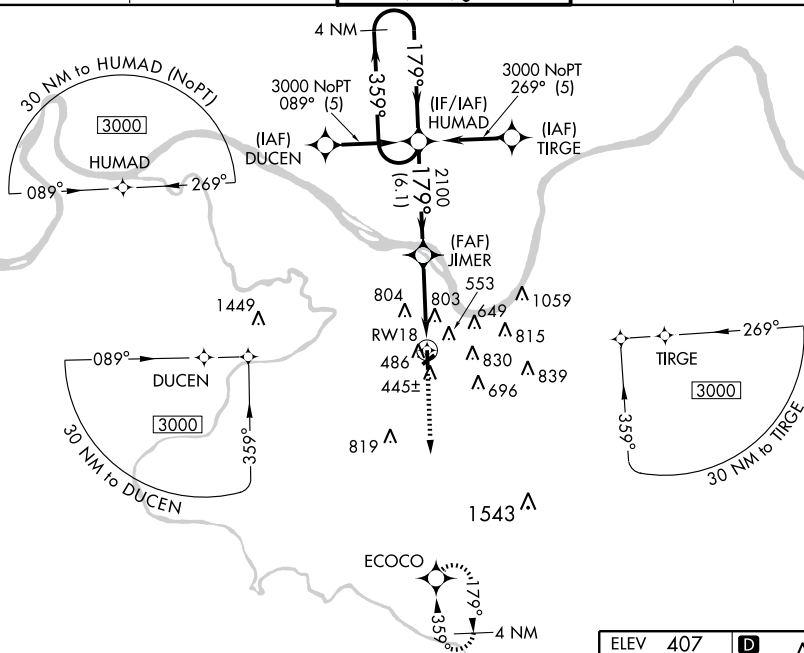
MIRL Rwy 5-23 **L**HIRL Rwy 18-36 **L**REIL Rwy 5, 23, and 18 **L**

RNAV (GPS) RWY 18

OWENSBORO-DAVIESS COUNTY (OWB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
ECOCO and hold.

UNICOM
122.95

4 NM
Holding Pattern

HUMAD

JIMER

| | |
|------|-------|
| 3000 | ECOCO |
|------|-------|

$$\frac{3000}{179} \leftarrow 359^\circ$$

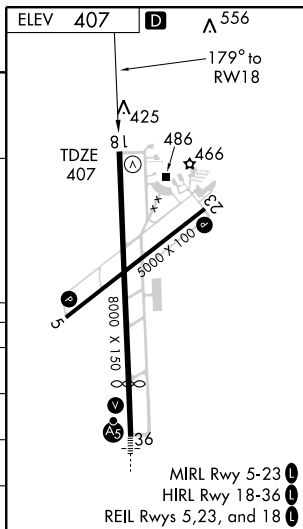
GS 3.00'
TCH 52

* LNAV Only

A schematic diagram of a DNA molecule, represented by a black line. A specific site is labeled 'RW18' with a vertical line pointing to it. Above this site, a label '*1.9 NM to RW18' has a vertical line pointing down to the RW18 site, indicating a distance of 1.9 nanometers.

| | | | |
|--------|--------|-----|--|
| 6.1 NM | 3.2 NM | 1.9 | |
|--------|--------|-----|--|

| CATEGORY | A | B | C | D |
|------------------|---|---|--|--|
| LPV DA | 607-1 200 (200-1) | | | |
| RNAV/ VNAV DA | 1176-2 ³ / ₄ 769 (800-2 ³ / ₄) | | | |
| RNAV MDA | 1060-1 653 (700-1) | | 1060-1 ³ / ₄ 653 (700-1 ³ / ₄) | 1060-2 653 (700-2) |
| CIRCLING | 1060-1 653 (700-1) | | 1120-2 713 (800-2) | 1140-2 ¹ / ₄ 733 (800-2 ¹ / ₄) |



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 49116 W23A | APP CRS 233° | Rwy Idg TDZE Apt Elev | 5000 403 407 |
|--|------------------------|-----------------------------|---|

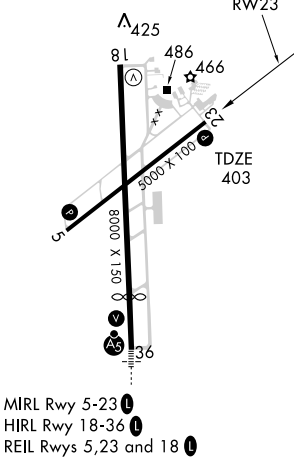
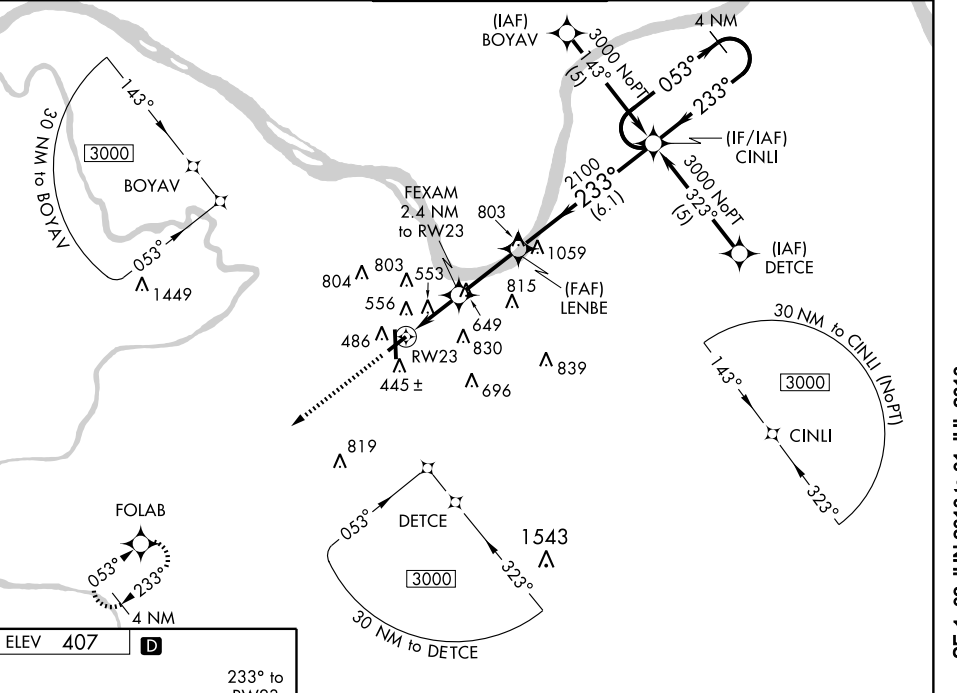
RNAV (GPS) RWY 23

OWENSBORO-DAVIESS COUNTY (0WB)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase LNAV/VNAV all Cats, LNAV Cat D and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FOLAB and hold.

| | | | | |
|------------------------|--|--|-------------------------|-------------------------|
| ASOS 124.325 | EVANSVILLE APP CON ★ 126.4 226.4 | OWENSBORO TOWER ★ 120.7(CTAF) 0 251.15 | GND CON 121.7 | UNICOM 122.95 |
|------------------------|--|--|-------------------------|-------------------------|



| | | | |
|----------------------|--|----------------------|--|
| 3000 FOLAB | | 4 NM Holding Pattern | |
| *LNAV Only | | CINLI | |
| RW23 | | LENBE | |
| FEXAM 2.4 NM to RW23 | | 2100 | |
| 1220* | | 233° | |
| 2.4 NM | | 2.7 NM | |
| 6.1 NM | | 053° | |
| CATEGORY | | A | |
| LPV DA | | 672-1 269 (300-1) | |
| LNAV/VNAV DA | | 1160-2¾ 757 (800-2¾) | |
| LNAV MDA | | 820-1 417 (500-1) | |
| CIRCLING | | 920-1 513 (600-1) | |
| | | 1120-2 713 (800-2) | |
| | | 1140-2¼ 733 (800-2¼) | |

MIRL Rwy 5-23
HIRL Rwy 18-36
REIL Rws 5, 23 and 18

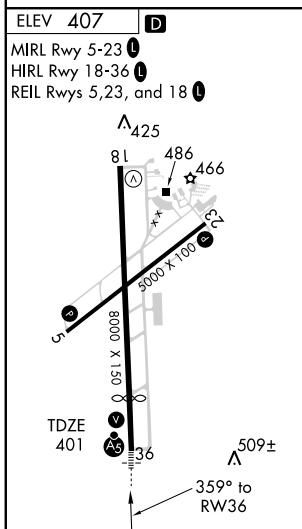
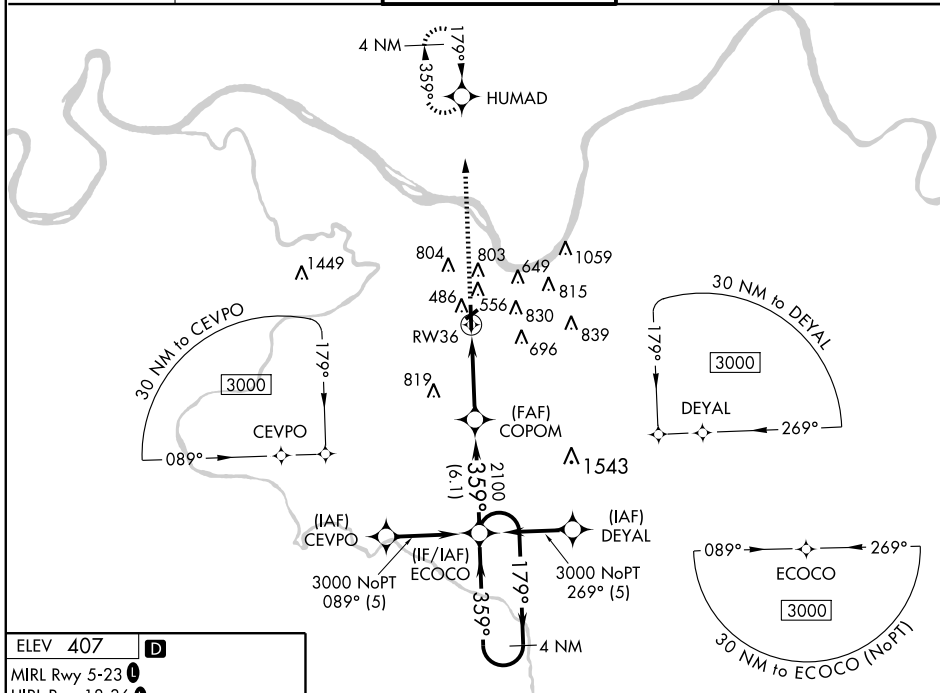
| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 45508 W36A | APP CRS 359° | Rwy Idg TDZE Apt Elev | 6500 401 407 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 36

OWENSBORO-DAVIESS COUNTY (0WB)

| | | |
|--|---------------------|--|
| <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase LNAV/VNAV all Cats, LNAV Cat C and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.</p> | <p>MALSR A5</p> | <p>MISSED APPROACH: Climb to 3000 direct HUMAD and hold.</p> |
|--|---------------------|--|

| | | | | |
|------------------------|--|---|-------------------------|-------------------------|
| ASOS 124.325 | EVANSVILLE APP CON * 126.4 226.4 | OWENSBORO TOWER * 120.7 (CTAF) 0 251.15 | GND CON 121.7 | UNICOM 122.95 |
|------------------------|--|---|-------------------------|-------------------------|



3000

↑

HUMAD

* LNAV only.

* 1 NM to RW36

RW36

1.0

4.1 NM

6.1 NM

COPOM

ECOCO

4 NM Holding Pattern

3000

179°

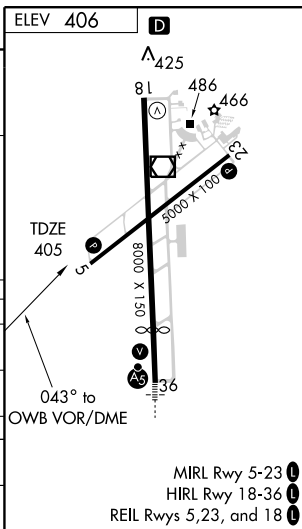
359°

GS 3.00°

TCH 57

| CATEGORY | A | B | C | D |
|--------------|---------------------|---|--------------------|----------------------|
| LPV DA | 601-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 779-1¼ 378 (400-1¼) | | | |
| LNAV MDA | 760-1 359 (400-1) | | | 760-1¼ 359 (400-1¼) |
| CIRCLING | 920-1 513 (600-1) | | 1120-2 713 (800-2) | 1140-2¼ 733 (800-2¼) |

MISSED APPROACH: Climb to 1500, then climbing right turn to 2500 direct OWB VOR/DME and hold.

UNICOM
122.95

| | | →1.3 NM→ | | →1.7 NM→ | |
|--------------------|-----------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| CATEGORY | A | B | C | D | |
| S-5 | 1180-1 775 (800-1) | 1180-1¼ 775 (800-1¼) | 1180-2¼ 775 (800-2¼) | 1180-2½ 775 (800-2½) | |
| CIRCLING | 1180-1 774 (800-1) | 1180-1¼ 774 (800-1¼) | 1180-2¼ 774 (800-2¼) | 1180-2½ 774 (800-2½) | |
| CECAG FIX MINIMUMS | | | | | |
| S-5 | 820-1 | 415 (500-1) | 820-1¼ 415 (500-1¼) | | |
| CIRCLING | 860-1 | 454 (500-1) | 1120-2 714 (800-2) | | 1140-2¼ 734 (800-2¼) |

| | | | |
|-------------|---------|----------|------|
| VOR/DME OWB | APP CRS | Rwy Idg | 8000 |
| 108.6 | 171° | TDZE | 406 |
| Chan 23 | | Apt Elev | 406 |

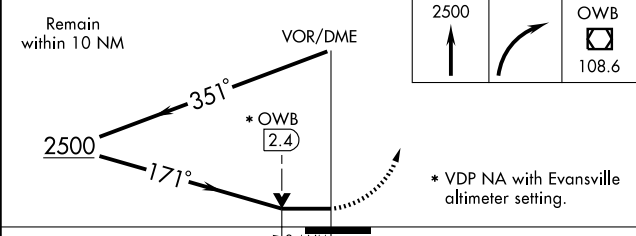
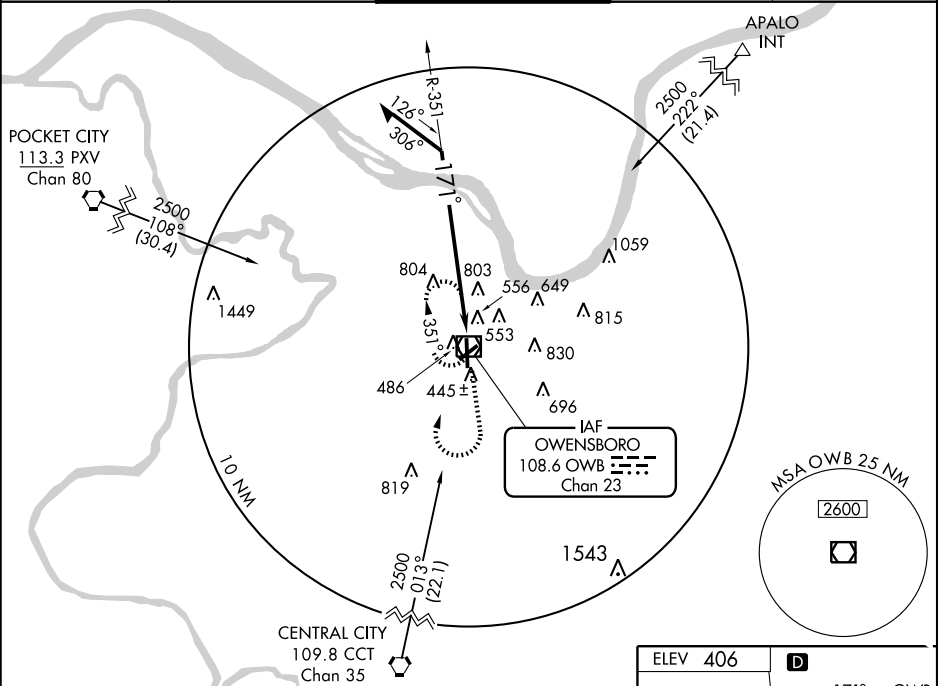
VOR RWY 18

OWENSBORO-DAVIESS COUNTY (OWB)

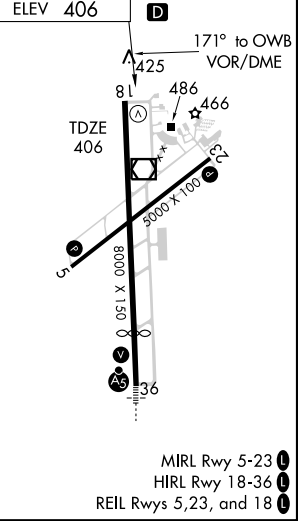
When control tower closed,
use Evansville altimeter setting.

MISSED APPROACH: Climb to 2500 then
right turn direct OWB VOR/DME and hold.

| | | | | |
|-----------------|-------------------------------------|--|------------------|------------------|
| ASOS 124.325 | EVANSVILLE APP CON * 126.4 226.4 | OWENSBORO TOWER * 120.7 (CTAF) 251.15 | GND CON 121.7 | UNICOM 122.95 |
|-----------------|-------------------------------------|--|------------------|------------------|



| CATEGORY | A | B | C | D |
|---------------------------------------|-----------------------|-------------------------|-------------------------|-------------------------|
| S-18 | 1120-1 | 714 (800-1) | 1120-2 714 (800-2) | 1120-2½ 714 (800-2½) |
| CIRCLING | 1120-1 | 714 (800-1) | 1120-2 714 (800-2) | 1140-2½ 734 (800-2½) |
| EVANSVILLE ALTIMETER SETTING MINIMUMS | | | | |
| S-18 | 1180-1 774 (800-1) | 1180-1¼ 774 (800-1¼) | 1180-2¼ 774 (800-2¼) | 1180-2½ 774 (800-2½) |
| CIRCLING | 1180-1 774 (800-1) | 1180-1¼ 774 (800-1¼) | 1180-2¼ 774 (800-2¼) | 1200-2½ 794 (800-2½) |



MIRL Rwy 5-23
HIRL Rwy 18-36
REIL Rws 5,23, and 18

VOR RWY 36
OWENSBORO-DAVIESS COUNTY (OWB)

MISSED APPROACH: Climb to 2500 then left turn direct OWB VOR/DME and hold.

UNICOM
122.95

2500

OWB

VOR/DME

6000

176°

OWB [1.8]

BIYAC OWB [2.5]

2.92°

TCH 56

356°

2100

1000*

*1060 when using Evansville altimeter setting.

1.8

0.7 NM

| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-------------------------|
| S-36 | 1000-1 | 599 (600-1) | 1000-1½ 599 (600-1½) | 1000-1¾ 599 (600-1¾) |
| CIRCLING | 1000-1 | 593 (600-1) | 1120-2 713 (800-1) | 1140-2¼ 733 (800-2¼) |

BIYAC FIX MINIMUMS

| | | | |
|----------|-------|-------------|--|
| S-36 | 780-1 | 379 (400-1) | 780-1¼ 379 (400-1¼) |
| CIRCLING | 920-1 | 513 (600-1) | 1120-2 713 (800-1) 1140-2¼ 733 (800-2¼) |

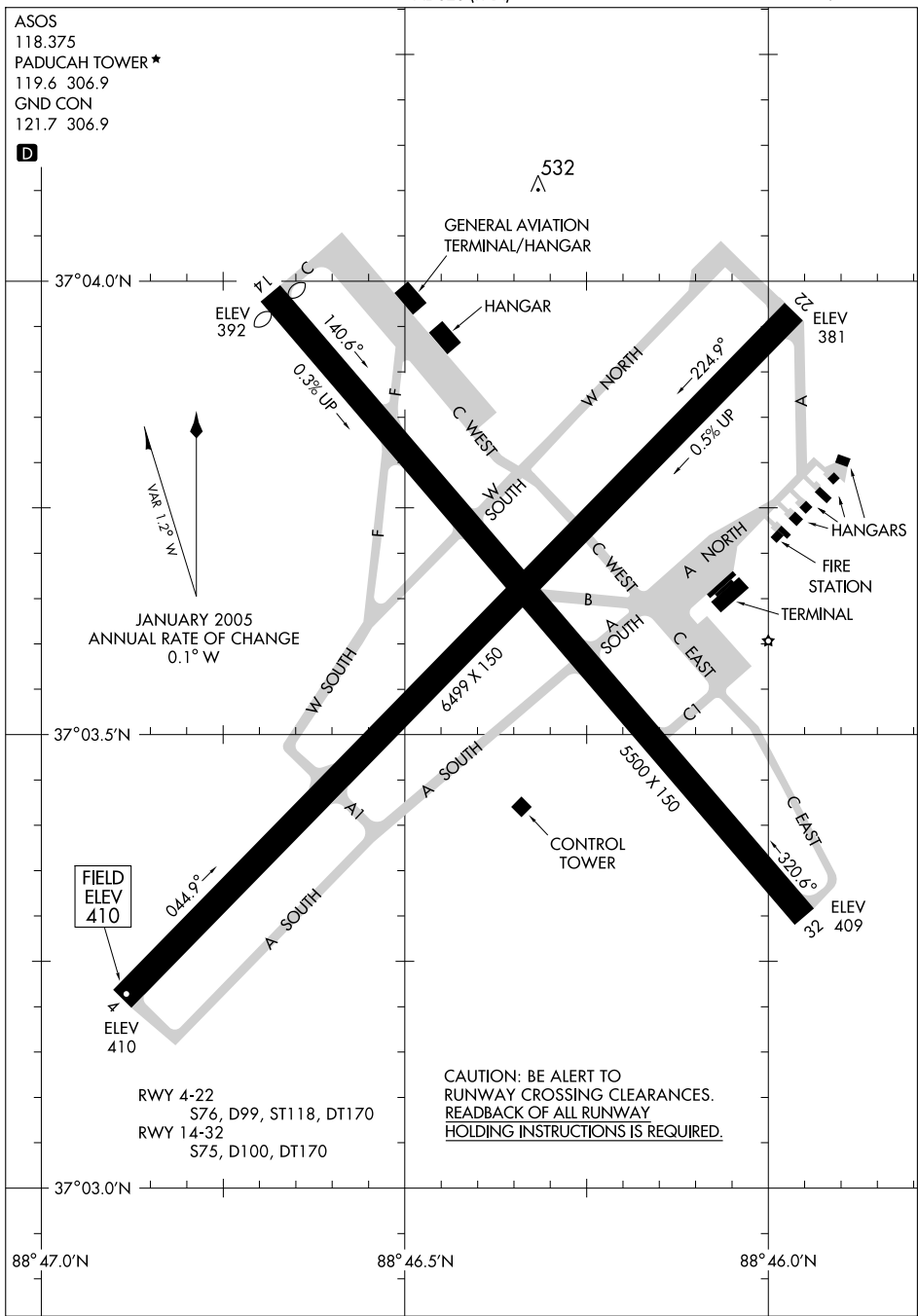
AIRPORT DIAGRAM

AL-628 (FAA)

PADUCAH/BARKLEY RGNL (PAH)
PADUCAH, KENTUCKY

ASOS
118.375
PADUCAH TOWER ★
119.6 306.9
GND CON
121.7 306.9

D



SE-1, 03 JUN 2010 to 01 JUL 2010

| | | | |
|--------------|-------------|----------|------|
| LOC I-PAH | APP CRS | Rwy Idg | 6499 |
| <u>108.5</u> | <u>045°</u> | TDZE | 410 |
| | | Apt Elev | 410 |

ILS or LOC RWY 4

PADUCAH/BARKLEY RGNL (PAH)

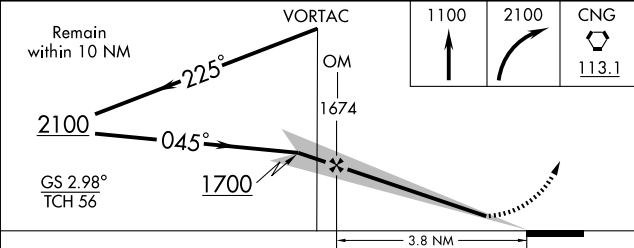
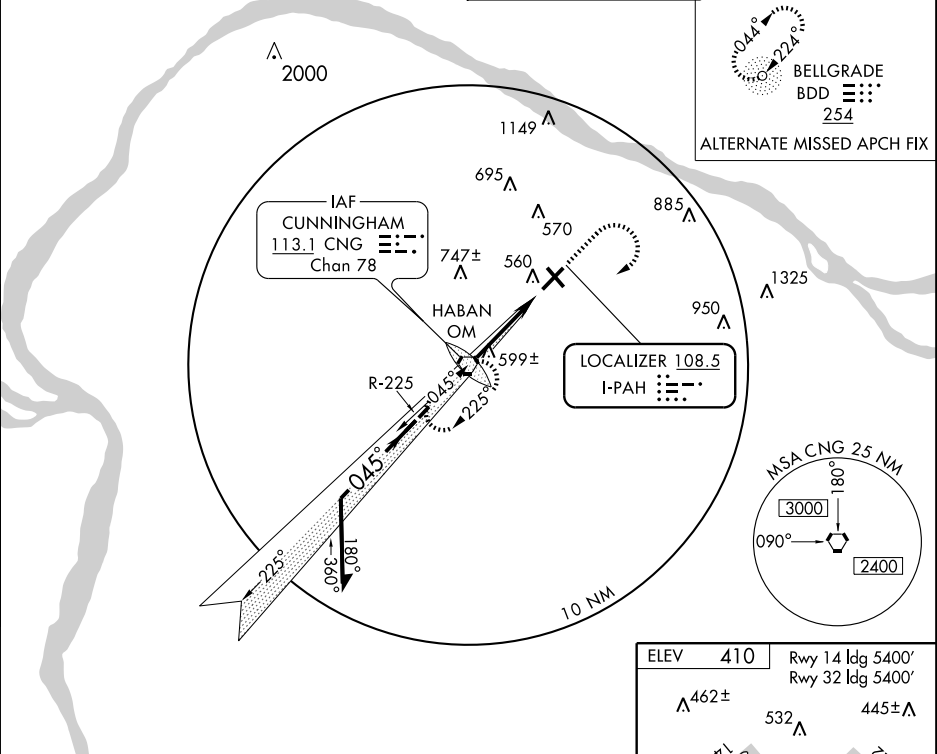
▼ If local altimeter setting not received, use Mayfield altimeter setting and increase S-ILS 4 DA to 672, and all MDAs 80 feet.

▲

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VORTAC and hold.

| | | | |
|------------------------|--|---|-------------------------------|
| ASOS 118.375 | MEMPHIS CENTER 133.65 292.15 | PADUCAH TOWER ★ 119.6(CTAF) 306.9 | GND CON 121.7 306.9 |
|------------------------|--|---|-------------------------------|



| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------|---|
| S-ILS 4 | 610-1/2 200 (200-1/2) | | | |
| S-LOC 4 | 860-1/2 450 (500-1/2) | 860-3/4 450 (500-3/4) | 860-1 450 (500-1) | |
| CIRCLING | 900-1 490 (500-1) | 900-1/2 490 (500-1/2) | 960-2 550 (600-2) | |

ELEV 410

Rwy 14 Idg 5400'

Rwy 32 Idg 5400'

045° 3.8 NM from FAF

HIRL Rwy 4-22

MIRL Rwy 14-32

REIL Rws 22 and 32

FAF to MAP 3.8 NM

| | | | | | |
|---------|------|------|------|------|------|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

AL-628 (FAA)

| | | |
|--|------------------------|---|
| WAAS CH 93701 W04A | APP CRS 045° | Rwy Idg 6499 TDZE 410 Apt Elev 410 |
|--|------------------------|---|

RNAV (GPS) RWY 4
PADUCAH/BARKLEY RGNL (PAH)

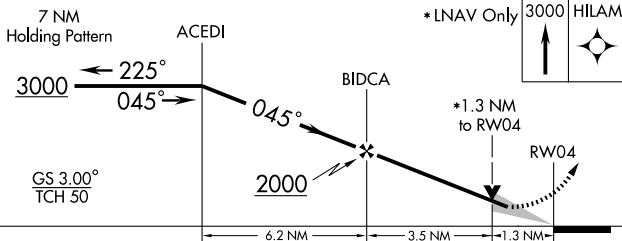
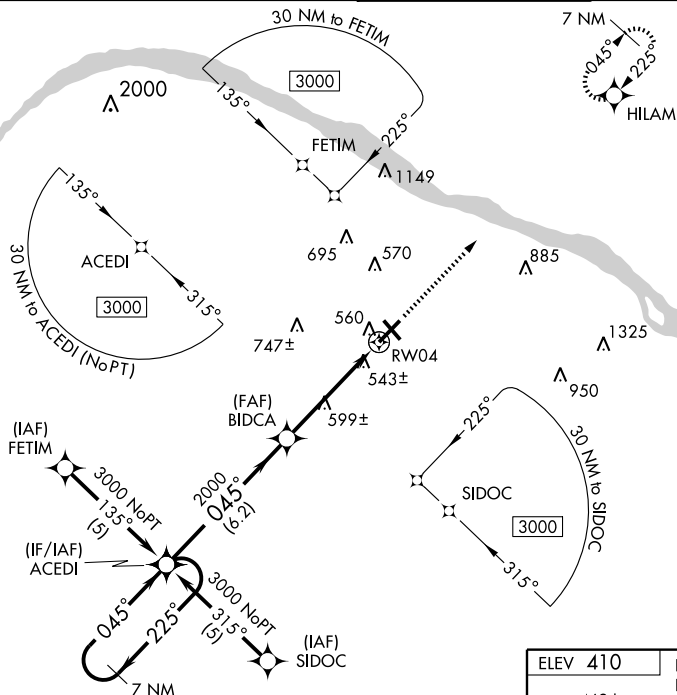
MALSR  **MISSED APPROACH:** Climb to 3000 direct HILAM and hold.

ASOS
118.375

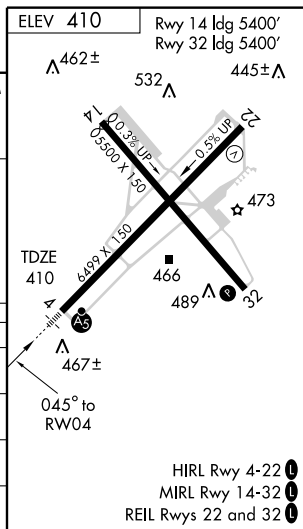
MEMPHIS CENTER
133.65 292.15

PADUCAH TOWER ★
119.6 (CTAF) **L** 306.9

| GND CON | |
|---------|-------|
| 121.7 | 306.9 |



| CATEGORY | A | B | C | D |
|------------------|--|---|----------------------|----------------------|
| LPV DA | 756- ³ / ₄ 346 (400- ³ / ₄) | | | |
| RNAV/ VNAV DA | 884-1 ¹ / ₄ 474 (500-1 ¹ / ₄) | | | |
| RNAV MDA | 860- ¹ / ₂ 450 (500- ¹ / ₂) | 860- ³ / ₄ 450 (500- ³ / ₄) | 860-1 450 (500-1) | |
| CIRCLING | 900-1 ³ / ₄ 490 (500-1 ³ / ₄) | | | 960-2 550 (600-2) |



SE-1 03-JUN 2010 to 01-JUL 2010

| | | |
|--|------------------------|---|
| WAAS CH 49001 W22A | APP CRS 225° | Rwy Idg 6499 TDZE 401 Apt Elev 410 |
|--|------------------------|---|

RNAV (GPS) RWY 22

PADUCAH/BARKLEY RGNL (PAH)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mayfield altimeter setting and increase all DAs 62 feet and all MDAs 80 feet. For uncompensated Baro-VNAV systems, **▲** LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA with Mayfield altimeter setting. Visibility reduction by helicopters NA.

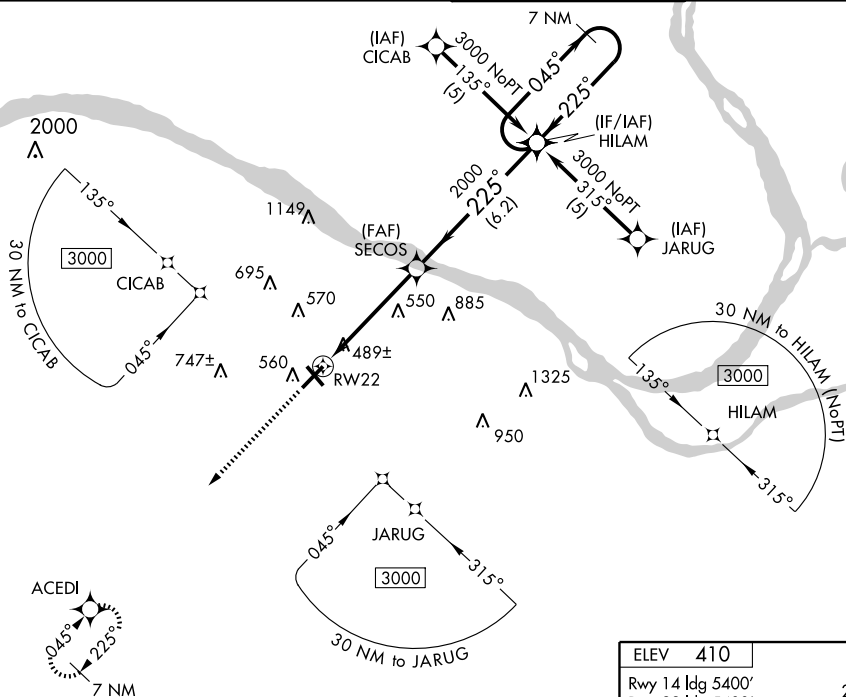
MISSED APPROACH: Climb to 3000 direct ACED1 and hold.

ASOS
118.375

MEMPHIS CENTER
133.65 292.15

PADUCAH TOWER ★
119.6 (CTAF) 306.9

GND CON
121.7 306.9



SE-1. 03 JUN 2010 to 01 JUL 2010

| | |
|---|---|
| 3000 | ACEDI |
|  |  |

Diagram illustrating the proposed navigation system. The system includes a RW22 (Runway 22) and a SECOS (Secondary Surveillance Radar) station. The glidepath is defined by a 2000 ft altitude at SECOS and a 3000 ft altitude at HILAM. The glidepath angle is 225° at SECOS and 045° at HILAM. The distance between SECOS and HILAM is 6.2 NM. The distance between RW22 and SECOS is 4.9 NM. The diagram also shows a 7 NM Holding Pattern and a note that VGS1 and RNAV glidepath are not coincident. A scale bar at the bottom indicates GS 3.0 and TCH 50.

| | |
|------|-----|
| FIFV | 410 |
|------|-----|

| | |
|-----|----------|
| EEV | 410 |
| D | 14115100 |

Rwy 14 Idg 5400'

Rwy 32 Idg 5400

 $462 \pm$

A

100

0550 3%

00+

13

1

50

2x15

6499

1

A

167+

467 ±

1. *Journal of the American Medical Association*, 1997; 278: 1039-1044.

1. *Journal of the American Medical Association*, 2000; 284: 2689-2695.

1. *Journal of the American Medical Association*, 2000; 283: 2686-2692.

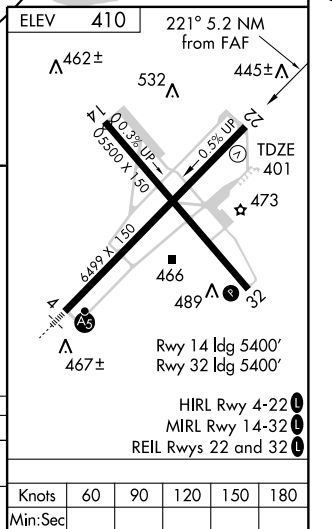
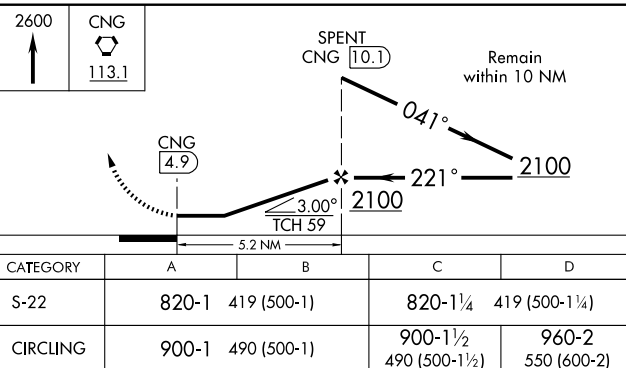
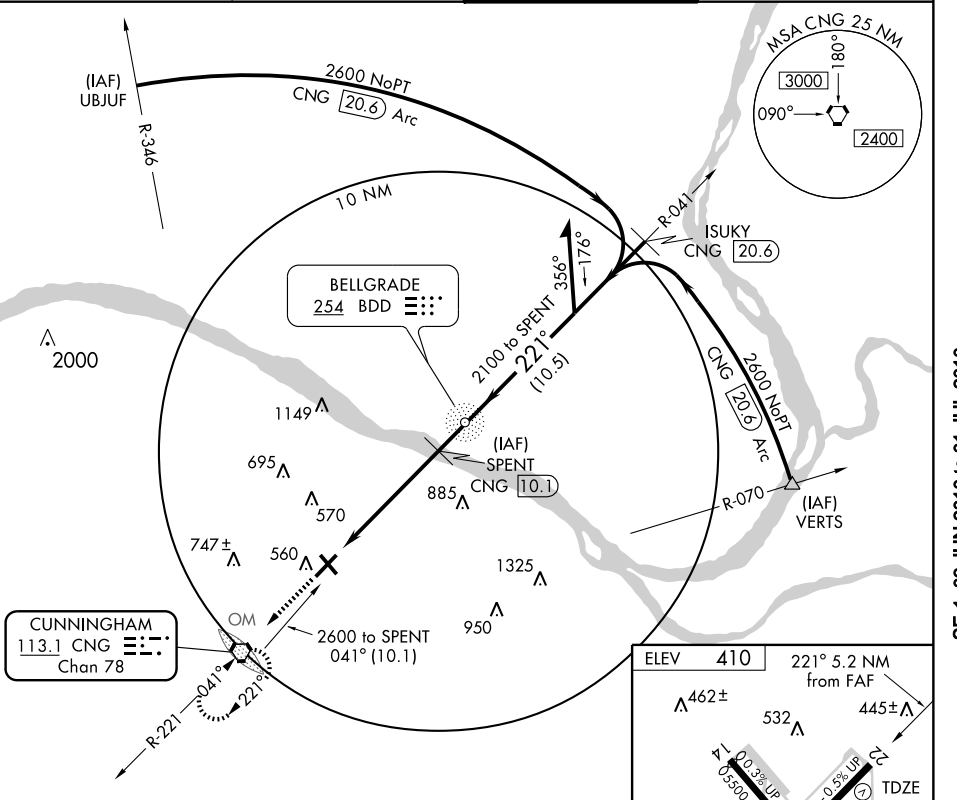
RI

| CATEGORY | A | B | C | D |
|------------------|---------------------|---|---|------------------------|
| LPV DA | 677-1 276 (300-1) | | | |
| LNAV/ DA VNAV | 789-1½ 388 (400-1½) | | | |
| LNAV MDA | 800-1 399 (400-1) | | | 800-1¼ 399 (400-1¼) |
| CIRCLING | 900-1½ 490 (500-1½) | | | 960-2 550 (600-2) |

HIRL Rwy 4-22 **L**MIRL Rwy 14-32 **L**

REIL Rwys 22 and 32 L

| | | | |
|-----------------|---------------------------------|---|------------------------|
| | | MISSED APPROACH: Climb to 2600 direct CNG VORTAC and hold. | |
| ASOS 118.375 | MEMPHIS CENTER 133.65 292.15 | PADUCAH TOWER ★ 119.6(CTAF) 306.9 | GND CON 121.7 306.9 |



SE-1, 03 JUN 2010 to 01 JUL 2010

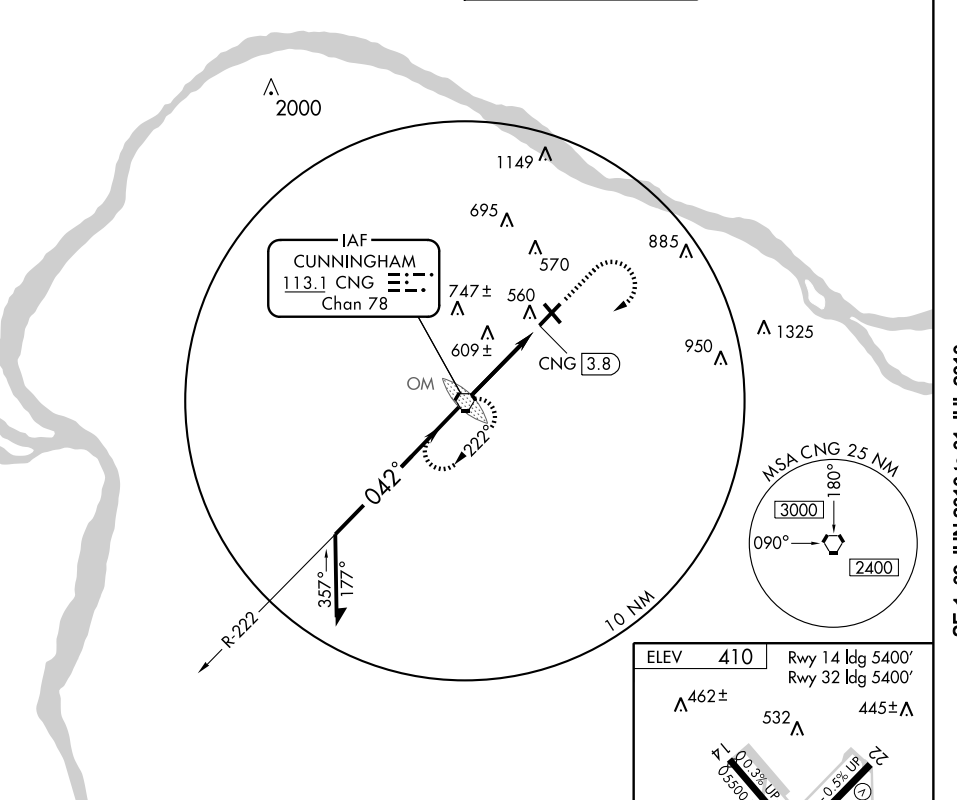
▼ If local altimeter setting not received, use Mayfield altimeter setting and increase all MDAs 80 feet.

▲ VDP NA when using Mayfield altimeter setting.

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VORTAC and hold.

| | | | |
|-----------------|---------------------------------|---------------------------------------|------------------------|
| ASOS 118.375 | MEMPHIS CENTER 133.65 292.15 | PADUCAH TOWER ★ 119.6 (CTAF) 306.9 | GND CON 121.7 306.9 |
|-----------------|---------------------------------|---------------------------------------|------------------------|



Remain within 10 NM

VORTAC

2100

222°

042°

1700

3.08° TCH 55

2.6 NM

1.2 NM

1100

2100

CNG 113.1

CNG 2.6

CNG 3.8

ELEV 410

Rwy 14 Idg 5400'

Rwy 32 Idg 5400'

462±

532

445±

473

466

489

467±

45

469 X 150

0.3% UP

0.5% UP

042° 3.8 NM from FAF

HIRL Rwy 4-22

MIRL Rwy 14-32

REIL Rws 22 and 32

| CATEGORY | A | B | C | D |
|----------|---------|---------------|-----------------|-------------|
| S-4 | 860-1/2 | 450 (500-1/2) | 860-3/4 | 860-1 |
| | | | 450 (500-3/4) | 450 (500-1) |
| CIRCLING | 900-1 | 490 (500-1) | 900-1 1/2 | 960-2 |
| | | | 490 (500-1 1/2) | 550 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|------|------|------|------|------|
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

SE-1, 03 JUN 2010 to 01 JUL 2010

| | | | |
|-----------------------------------|-----------------|-----------------------------|----------------------|
| LOC/DME I-PBX 109.7 Chan 34 | APP CRS 273° | Rwy Idg TDZE Apt Elev | 4650 1466 1473 |
|-----------------------------------|-----------------|-----------------------------|----------------------|

ILS or LOC/DME RWY 27

PIKEVILLE / PIKE COUNTY-HATCHER FIELD (PBX)

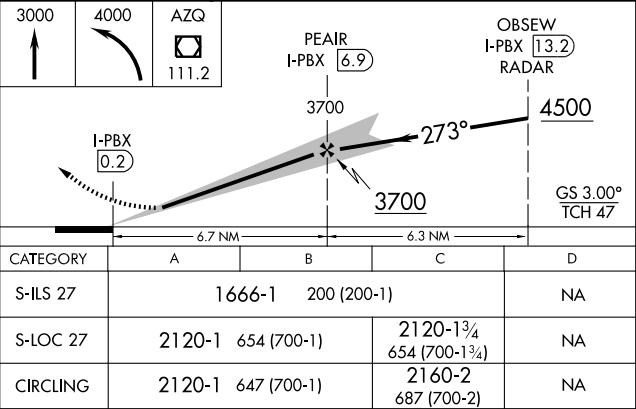
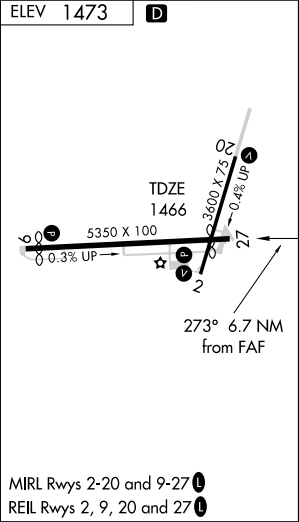
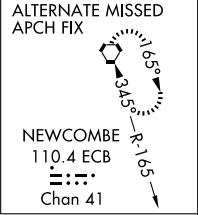
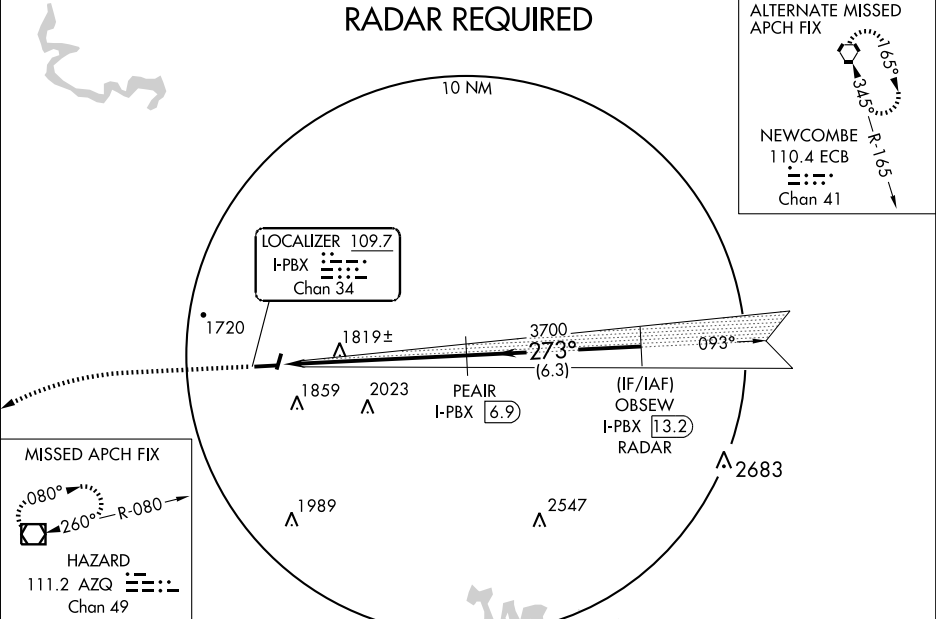
▼

▲ NA

Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson altimeter setting and increase S-ILS 27 DA to 1762 and all MDA 100 feet; increase S-LOC 27 visibility Cat B ¼ mile and Cat C ½ mile; increase Circling visibility Cat B and C ¼ mile.

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct AZQ VOR/DME and hold.

| | | |
|-------------------|--|--------------------------|
| AWOS-3 121.225 | INDIANAPOLIS CENTER 126.575 257.850 | UNICOM 122.8 (CTAF) 1 |
|-------------------|--|--------------------------|



| | | |
|------------------------|-----------------------------|---|
| APP CRS 093° | Rwy Ldg TDZE Apt Elev | 4650 1454 1473 |
|------------------------|-----------------------------|---|

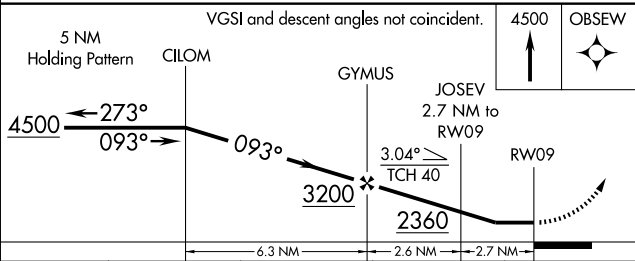
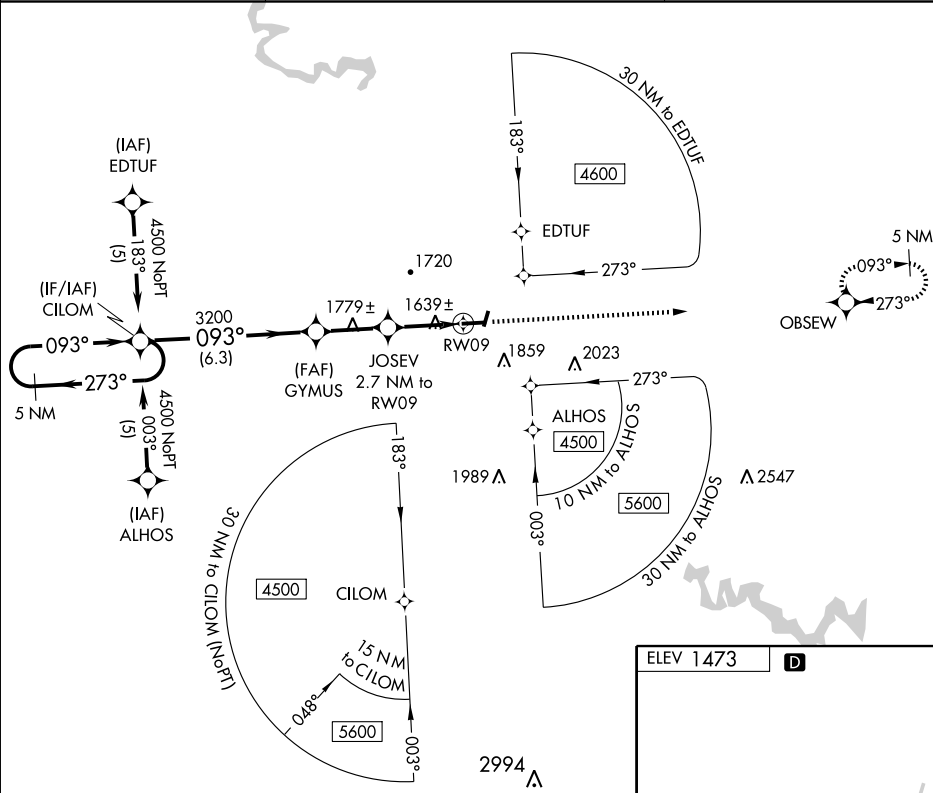
RNAV (GPS) RWY 9

PIKEVILLE / PIKE COUNTY-HATCHER FIELD (PBX)

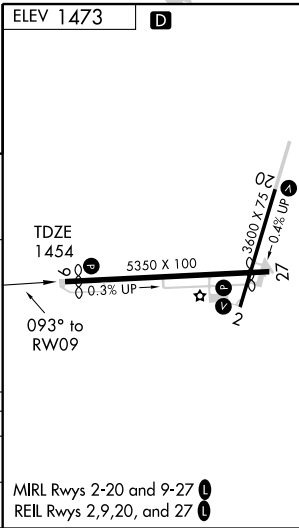
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 100 feet and all Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct OBSEW and hold.

| | | |
|--------------------------|---|---------------------------------|
| AWOS-3 121.225 | INDIANAPOLIS CENTER 126.575 257.850 | UNICOM 122.8 (CTAF) 1 |
|--------------------------|---|---------------------------------|

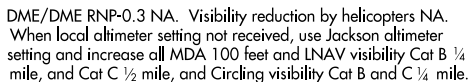


| CATEGORY | A | B | C | D |
|----------|-----------------------|-----------------------|-------------------------|----|
| LNAV MDA | 1960-1 506 (500-1) | 506 (500-1) | 1960-1½ 506 (500-1½) | NA |
| CIRCLING | 2000-1 527 (600-1) | 2080-1 607 (700-1) | 2160-2 687 (700-2) | NA |



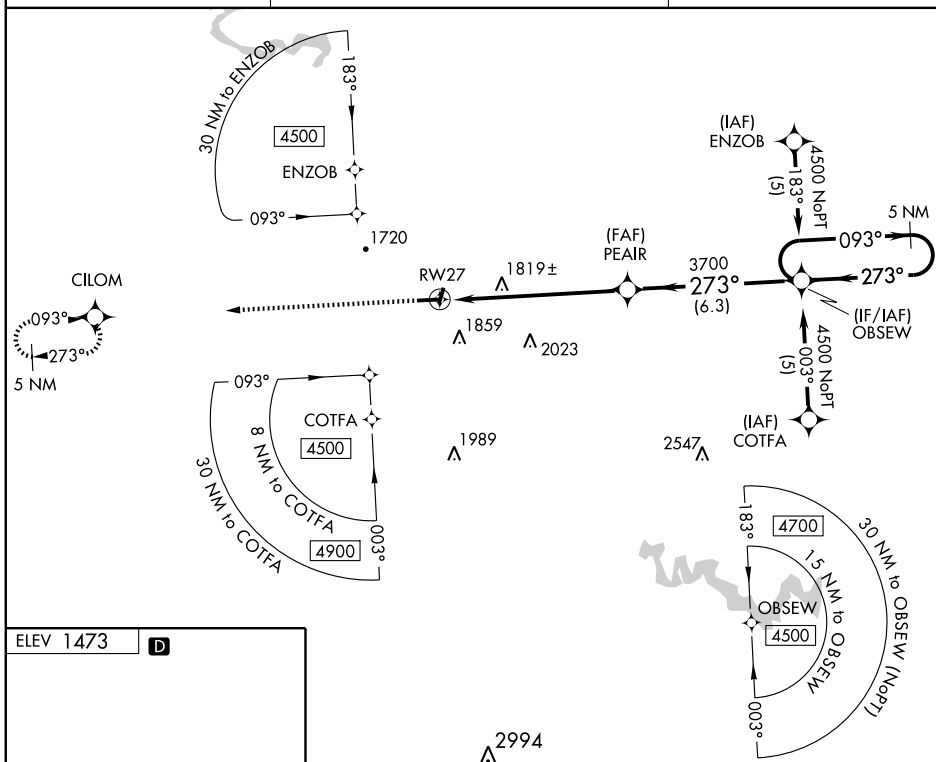
RNAV (GPS) RWY 27

PIKEVILLE / PIKE COUNTY-HATCHER FIELD (PBX)

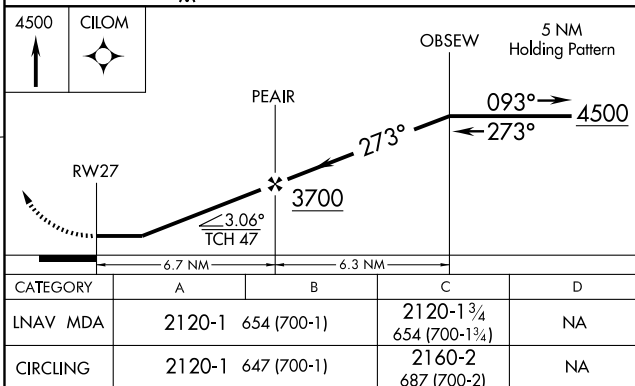
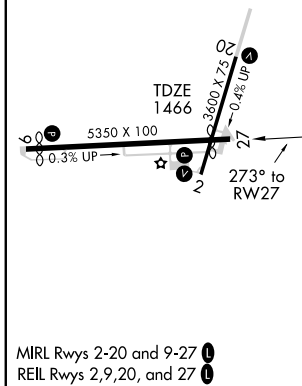


MISSED APPROACH: Climb to 4500 direct CILOM and hold.

INDIANAPOLIS CENTER
126.575 257.850

UNICOM
122.8 (CTAF) **L**

SE-1. 03 JUN 2010 to 01 JUL 2010



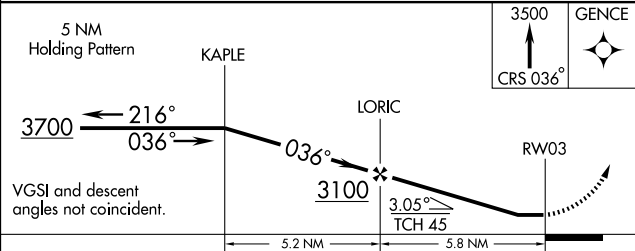
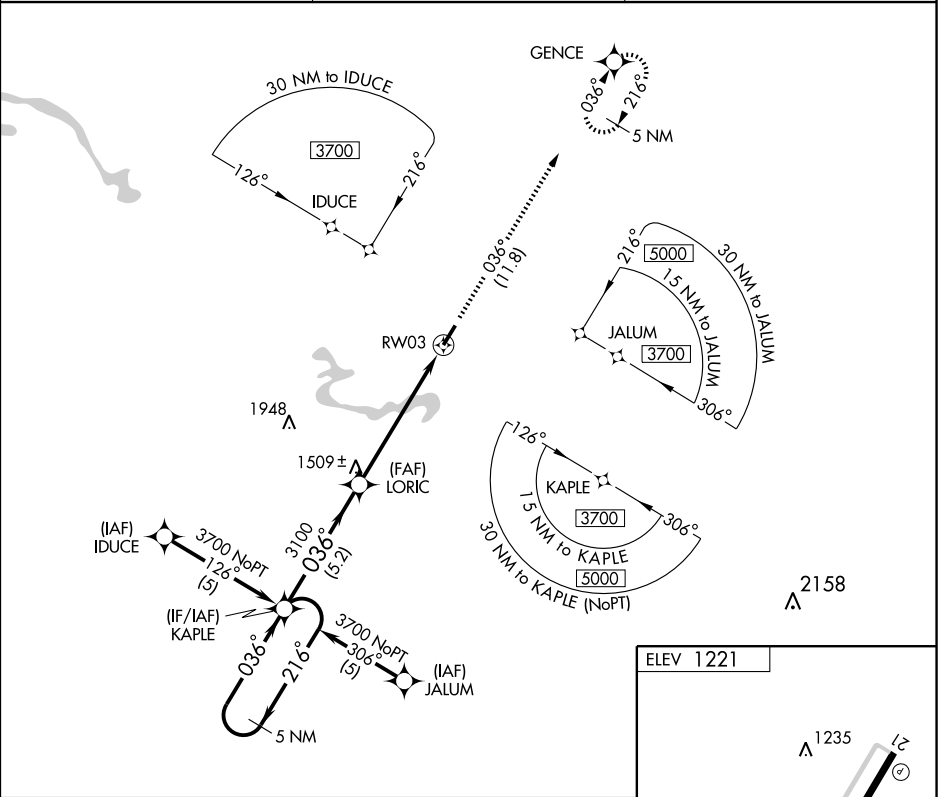
| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5000 |
| 036° | TDZE | 1210 |
| | Apt Elev | 1221 |

RNAV (GPS) RWY 3

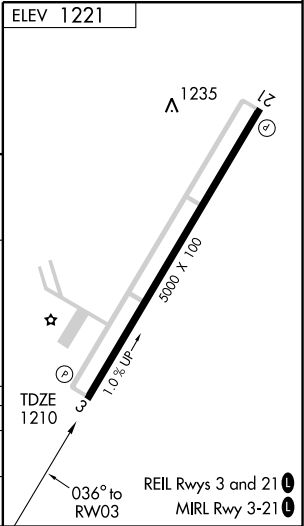
PRESTONSBURG/ BIG SANDY RGNL (K22)

| | | |
|----|---|---|
| NA | GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 3500 via 036° course to GENCE WP and hold. |
|----|---|---|

| | | |
|-------------------|------------------------------------|-------------------------|
| AWOS-3 120.175 | HUNTINGTON APP CON 119.75 270.1 | UNICOM 123.05 (CTAF) |
|-------------------|------------------------------------|-------------------------|



| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-------------------------|
| LNAV MDA | 1680-1 | 470 (500-1) | 1680-1¼ 470 (500-1¼) | 1680-1½ 470 (500-1½) |
| CIRCLING | 1840-1 | 619 (700-1) | 1840-1¾ 619 (700-1¾) | 1840-2 619 (700-2) |



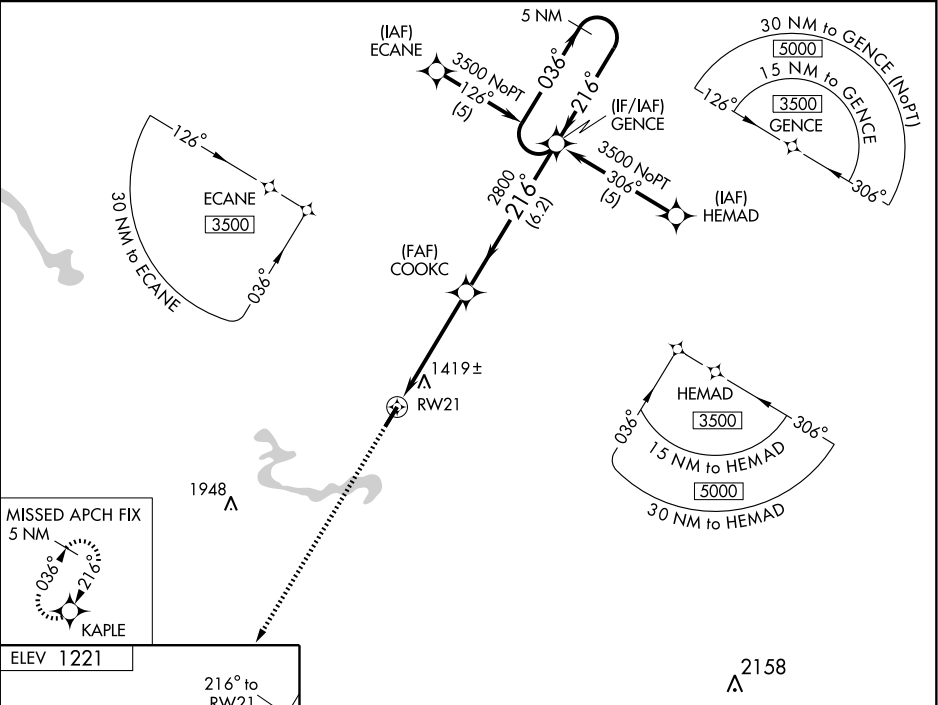
| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 77801 W21A | APP CRS 216° | Rwy Idg TDZE Apt Elev | 5000 1221 1221 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 21
PRESTONSBURG/BIG SANDY RGNL (K22)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).
⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Pikeville altimeter setting and increase LPV DA to 1534 feet; LNAV/VNAV DA to 1802 feet and all MDAs 80 feet.
Baro-VNAV and VDP NA when using Pikeville altimeter setting.

MISSED APPROACH:
Climb to 3700 direct KAPLE and hold.

| | | |
|--------------------------|---|----------------------------------|
| AWOS-3 120.175 | HUNTINGTON APP CON 119.75 270.1 | UNICOM 123.05 (CTAF) ① |
|--------------------------|---|----------------------------------|



| | | | | |
|--|---|-------------|---|---|
| 3700 KAPLE VGSI and RNAV glidepath not coincident. | | | | |
| * LNAV Only. | | | | |
| RW21 1.4 3.4 NM 6.2 NM | | | | |
| CATEGORY | A | B | C | D |
| LPV DA | 1471-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1739-1 ³ / ₄ 518 (600-1 ³ / ₄) | | | |
| LNAV MDA | 1680-1 | 459 (500-1) | 1680-1 ¹ / ₄ 459 (500-1 ¹ / ₄) | 1680-1 ¹ / ₂ 459 (500-1 ¹ / ₂) |
| CIRCLING | 1840-1 | 619 (700-1) | 1840-1 ³ / ₄ 619 (700-1 ³ / ₄) | 1840-2 619 (700-2) |

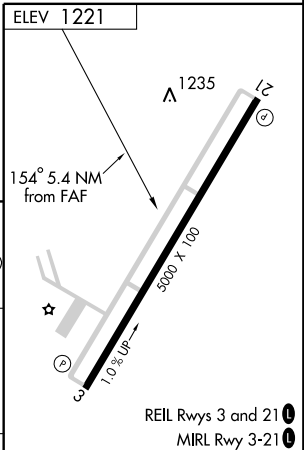
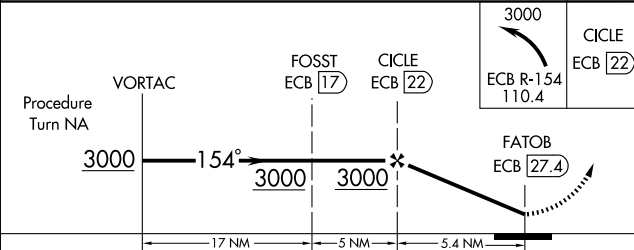
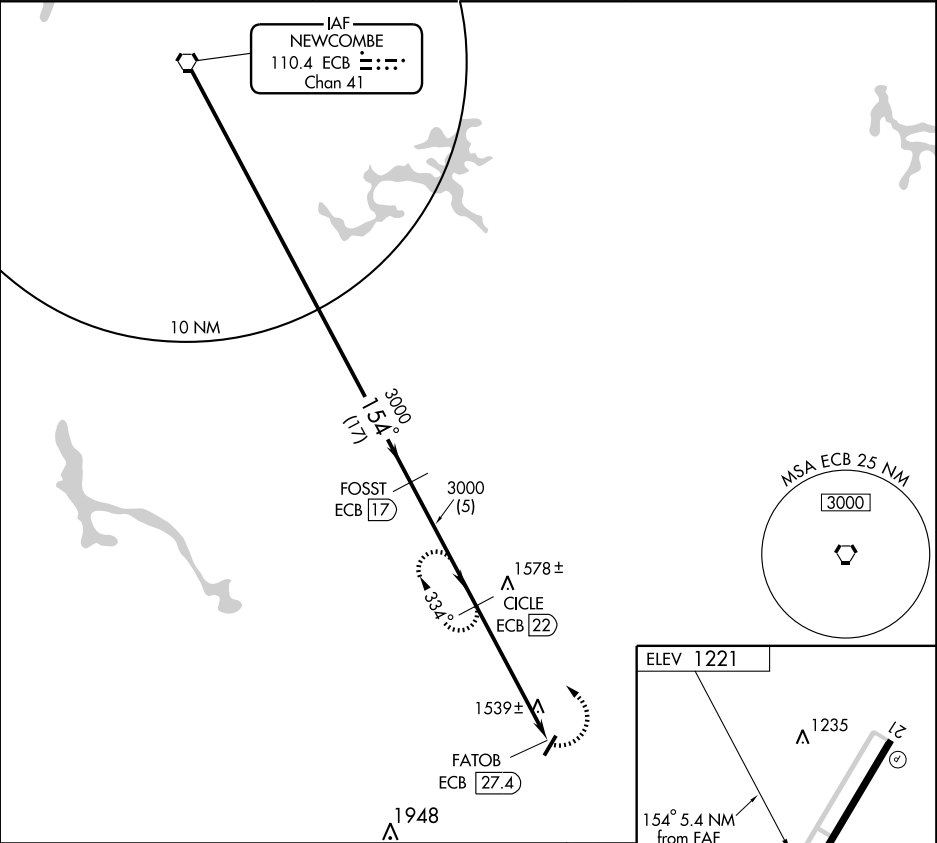
VOR/DME-A

PRESTONSBURG/ BIG SANDY RGNL (K22)

| | | | |
|------------|---------|----------|------|
| VORTAC ECB | APP CRS | Rwy Idg | N/A |
| 110.4 | 154° | TDZE | N/A |
| Chan 41 | | Apt Elev | 1221 |

MISSED APPROACH: Climbing left turn to 3000 via ECB R-154 to CICLE/ECB 22 DME and hold.

| | | |
|-------------------|------------------------------------|-------------------------|
| AWOS-3 120.175 | HUNTINGTON APP CON 119.75 270.1 | UNICOM 123.05 (CTAF) |
|-------------------|------------------------------------|-------------------------|



| CATEGORY | A | B | C | D | Knots | 60 | 90 | 120 | 150 | 180 |
|----------|-----------------------|-------------------------|-------------------------|-----------------------|---------|----|----|-----|-----|-----|
| CIRCLING | 1840-1 619 (700-1) | 1840-1¼ 619 (700-1¼) | 1840-1¾ 619 (700-1¾) | 1840-2 619 (700-2) | Min:Sec | | | | | |

| | | | | |
|--------|---------|---------|----------|------|
| VORTAC | HYK | APP CRS | Rwy Idg | 4410 |
| | 112.6 | 161° | TDZE | 991 |
| | Chan 73 | | Apt Elev | 1001 |

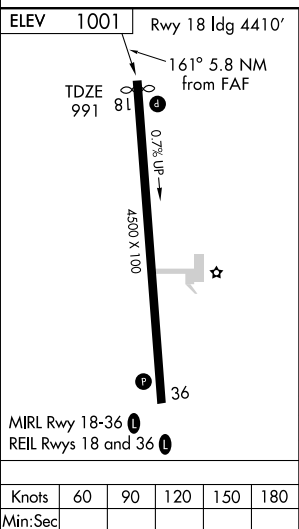
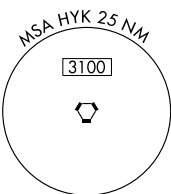
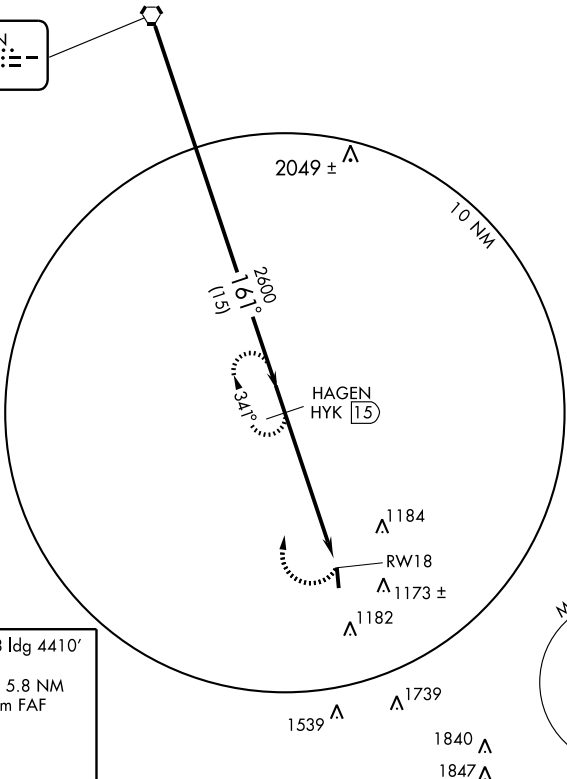
VOR/DME or GPS RWY 18

RICHMOND/MADISON (I39)

| | | |
|-----------|----------------------------------|--|
| NA | Use Lexington altimeter setting. | MISSED APPROACH: Climbing right turn to 2600 via HYK R-161 to HAGEN/15 DME and hold. |
|-----------|----------------------------------|--|

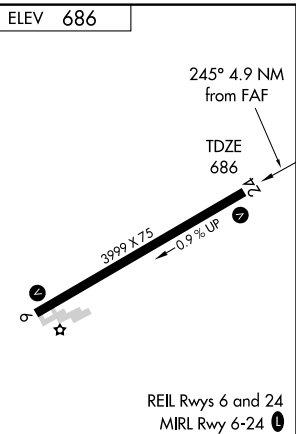
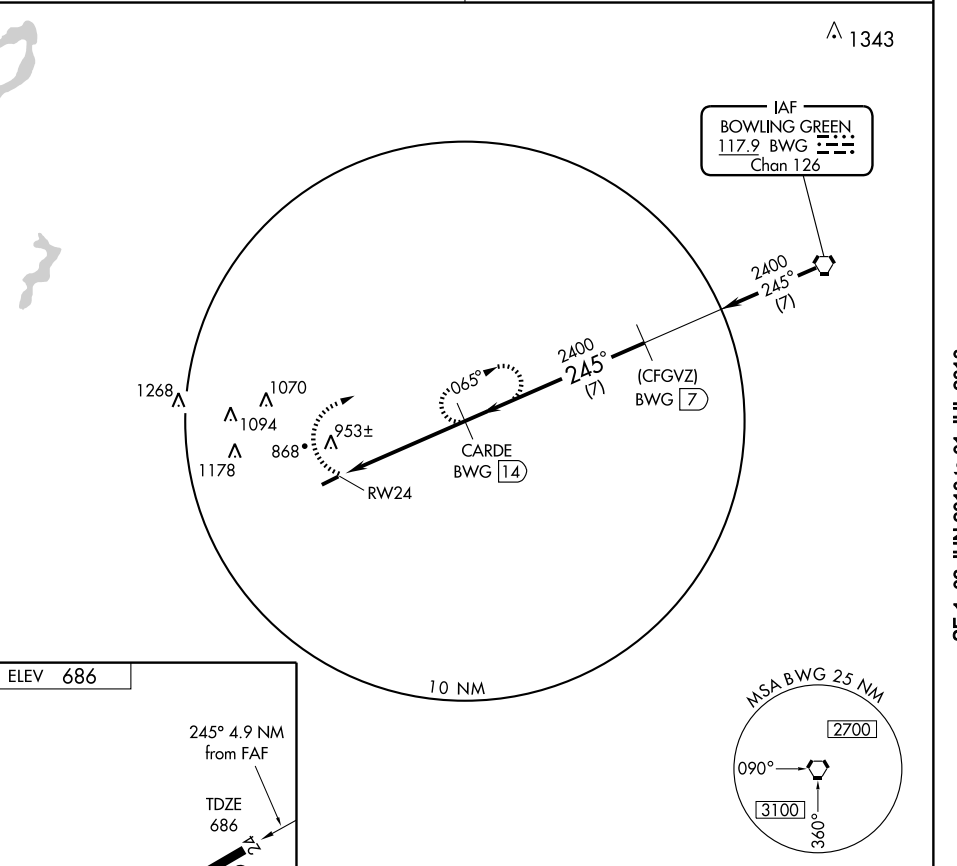
| | | |
|--------------------------|--|--|
| AWOS-3 119.625 | LEXINGTON APP CON 120.15 259.3 | UNICOM 122.8 (CTAF) I |
|--------------------------|--|--|

IAF
LEXINGTON
112.6 HYK 
Chan 73



| | | | | | |
|-------------------|-------------|----------------|--------------|-------------------------|--|
| VORTAC | | HAGEN HYK (15) | | 2600 HYK R-161 112.6 | |
| 2600 | | 2600 | | RW18 HYK (20.8) | |
| Procedure Turn NA | | 15 NM | | 5.8 NM | |
| CATEGORY | A | B | C | D | |
| S-18 | 1520-1 | 1520-1¼ | 1520-1½ | NA | |
| | 529 (600-1) | 529 (600-1¼) | 529 (600-1½) | | |
| CIRCLING | 1540-1 | 1540-1¼ | 1540-1½ | NA | |
| | 539 (600-1) | 539 (600-1¼) | 539 (600-1½) | | |

| | |
|---|--|
| <div> <div>▼</div> <div>▲ NA</div> </div> <div>Use Bowling Green altimeter setting.</div> | <div>MISSED APPROACH: Climbing right turn to 2400 via BWG R-245 CARDE/14 DME and hold.</div> |
| <div>MEMPHIS CENTER</div> <div>133.85 317.6</div> | <div>UNICOM</div> <div>122.7 (CTAF) 0</div> |

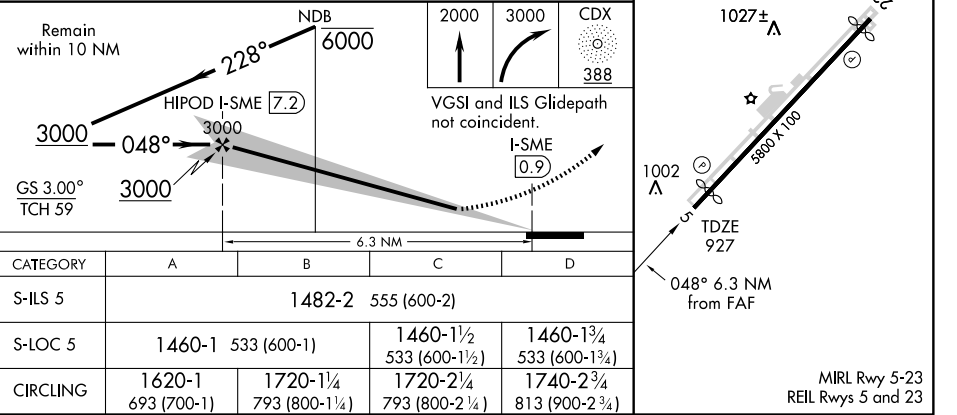
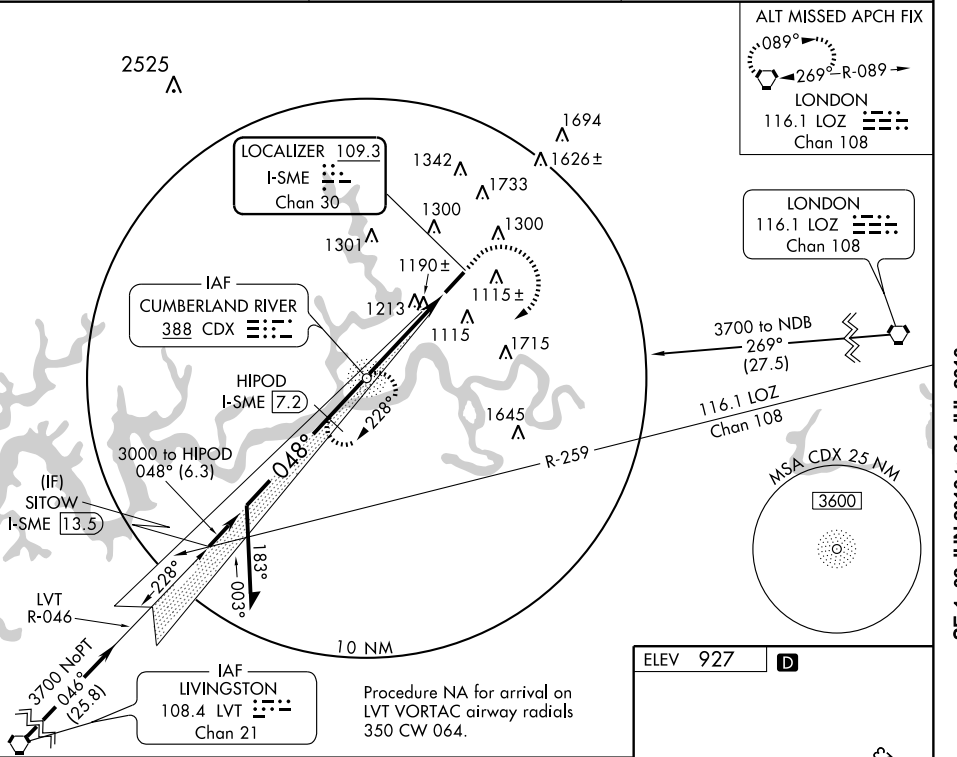


| | | | | | | | | | |
|----------------------|--|-----------------|--|---------------|--|-------------------|--|---------------|--|
| ELEV 686 | | 2400 | | CARDE BWG 14 | | CARDE BWG 14 | | (CFGVZ) BWG 7 | |
| 245° 4.9 NM from FAF | | BWG R-245 117.9 | | RW24 BWG 18.9 | | 2400 | | 245° 2400 | |
| TDZE 686 | | 4.9 NM | | 7 NM | | Procedure Turn NA | | | |
| 3999 x 75 | | | | | | | | | |
| ← 0.9 % UP | | | | | | | | | |
| REIL Rwy 6 and 24 | | | | | | | | | |
| MIRL Rwy 6-24 0 | | | | | | | | | |
| | | CATEGORY | | A | | B | | C | |
| Knots | | S-24 | | 1280-1 | | 594 (600-1) | | NA | |
| Min:Sec | | CIRCLING | | 1340-1 | | 654 (700-1) | | NA | |
| 60 | | 90 | | 120 | | 150 | | 180 | |

ADF Required. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Monticello
altimeter setting and increase DA 44 feet and all MDA 60 feet;
increase Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then
climbing right turn to 3000 direct CDX NDB
and hold, continue climb-in-hold to 3000.

| | | |
|-------------------|--|------------------------|
| AWOS-3 120.050 | INDIANAPOLIS CENTER 124.625 371.925 | UNICOM 122.8 (CTAF) |
|-------------------|--|------------------------|



SE-1, 03 JUN 2010 to 01 JUL 2010

| | | |
|-------------|----------|------------|
| APP CRS | Rwy Idg | 5500 |
| 243° | TDZE | 927 |
| | Apt Elev | 927 |

RNAV (GPS) RWY 23

SOMERSET / LAKE CUMBERLAND RGNL (SME)

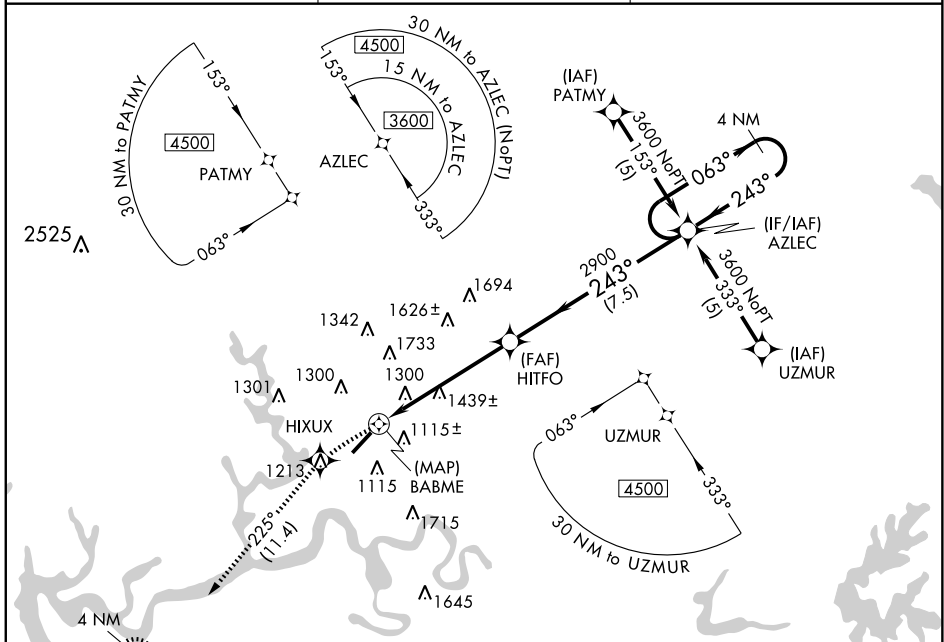
T DME/DME RNP-0.3 NA. If local altimeter setting not
A received, use London altimeter setting and increase all
MDAs 180 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3600 direct HIXUX and via 225° track to SITOW and hold.

AWOS-3
120.050

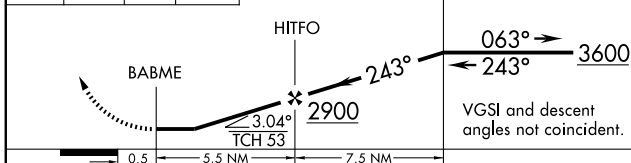
INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF)

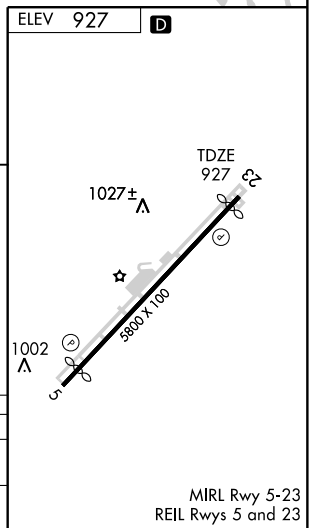


SE-1. 03 JUN 2010 to 01 JUL 2010

| | | | |
|------|-------|-------------|-------|
| 3600 | HIXUX | TRK 225° | SITOW |
|------|-------|-------------|-------|

4 NM
Holding Pattern

| CATEGORY | A | B | C | D |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| RNAV MDA | 1700-1 773 (800-1) | 1700-1¼ 773 (800-1¼) | 1700-2¼ 773 (800-2¼) | 1700-2½ 773 (800-2½) |
| CIRCLING | 1700-1 773 (800-1) | 1720-1¼ 793 (800-1¼) | 1720-2¼ 793 (800-2¼) | 1720-2½ 793 (800-2½) |



MIRL Rwy 5-23
REIL Rwy 5 and 23

| | | |
|------------------------|----------|-------------|
| APP CRS 048° | Rwy Idg | 5287 |
| | TDZE | 927 |
| | Apt Elev | 927 |

RNAV (GPS) Y RWY 5

SOMERSET / LAKE CUMBERLAND RGNL (SME)

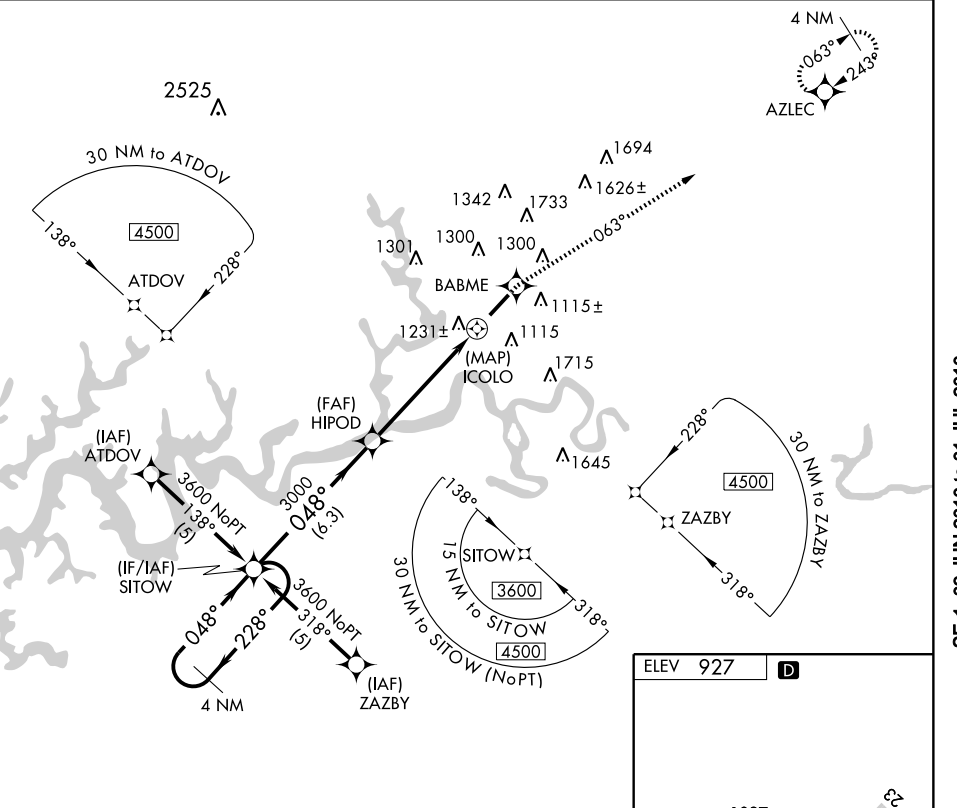
▼

▲

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Monticello altimeter setting and increase all MDA 60 feet; increase LNAV Cat. C/D, and Circling Cat. C
visibilities ¼ mile.

MISSED APPROACH: Climb to 3600 direct BABME and via 063° track to AZLEC and hold.

| | | |
|--------------------------|---|-------------------------------|
| AWOS-3 120.050 | INDIANAPOLIS CENTER 124.625 371.925 | UNICOM 122.8 (CTAF) |
|--------------------------|---|-------------------------------|



4 NM Holding Pattern

SITOW

3600 ← 228°
048° →

HIPOD

3000

3.05°
TCH 59

ICOL

6.3 NM

5.5 NM

0.8 NM

| | | | | |
|----------|-----------------------|-------------------------|-------------------------|-------------------------|
| CATEGORY | A | B | C | D |
| LNAV MDA | 1500-1 | 573 (600-1) | 1500-1½ 573 (600-1½) | 1500-1¾ 573 (600-1¾) |
| CIRCLING | 1620-1 693 (700-1) | 1720-1¼ 793 (800-1¼) | 1720-2¼ 793 (800-2¼) | 1740-2¾ 813 (900-2¾) |

ELEV 927

D

1027±

1002

5800 X 100

TDZE 927

MIRL Rwy 5-23
REIL Rws 5 and 23

SE-1, 03 JUN 2010 to 01 JUL 2010

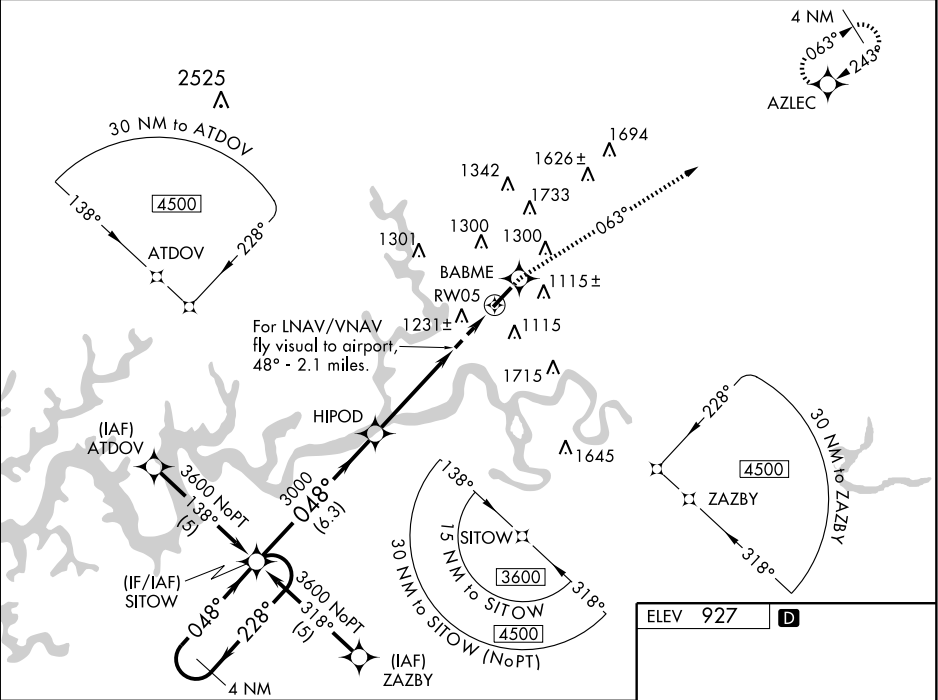
| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 97510 W05A | APP CRS 048° | Rwy Idg TDZE Apt Elev | 5287 927 927 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) Z RWY 5

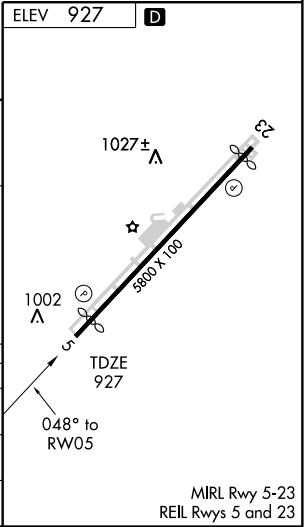
SOMERSET / LAKE CUMBERLAND RGNL (SME)

| | |
|---|--|
| Baro-VNAV NA when using Monticello altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling requires descent on glidepath to CMDA. When local altimeter not received, use Monticello altimeter setting and increase all DA 44 feet and all MDA 60 feet; increase LNAV/VNAV Cat. D and Circling Cat. C visibilities ¼ mile. | MISSED APPROACH: Climb to 3600 direct BABME and via 063° track to AZLEC and hold. |
|---|--|

| | | |
|--------------------------|---|-------------------------------|
| AWOS-3 120.050 | INDIANAPOLIS CENTER 124.625 371.925 | UNICOM 122.8 (CTAF) |
|--------------------------|---|-------------------------------|



| | | | | | |
|--|---|---|-------------------------|-------------------------|-------|
| 4 NM Holding Pattern | VGSI and RNAV glidepath not coincident. | 3600 | BABME | 063° TRK | AZLEC |
| SITOW | HIPOD | For LNAV/VNAV fly visual to airport, 48° - 2.1 miles. | RW05 | | |
| 3600 \leftarrow 228° 048° \rightarrow | 3000 | | | | |
| GS 3.00° TCH 59 | 6.3 NM | 6.3 NM | | | |
| CATEGORY | A | B | C | D | |
| LPV DA | 1460-2 | 533 (600-2) | | | |
| LNAV/VNAV DA | 1584-2 | 657 (700-2) | | | |
| CIRCLING | 1620-2 693 (700-2) | 1720-2 793 (800-2) | 1720-2¼ 793 (800-2¼) | 1740-2¾ 813 (900-2¾) | |



VOR/DME EWO
110.8
Chan **45**

APP CRS
088°

Rwy Idg
TDZE
Apt Elev
4875
855
865

VOR/DME or GPS RWY 11

SPRINGFIELD/LEBANON-SPRINGFIELD (6I2)

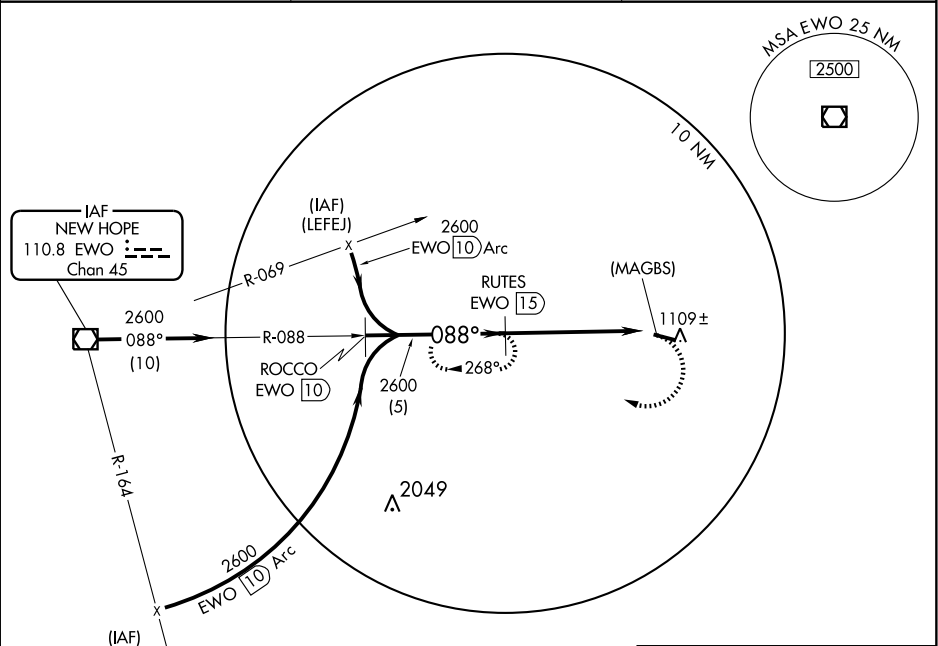
Obtain local altimeter on CTAf, when not received use Louisville Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 via EWO R-088 to RUTES 15 DME and hold.

AWOS-3
119.725

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF) 0



Procedure Turn NA

2600 — 088° — 2600

5 NM

5.4 NM

(MAGBS) EWO 20.4

| CATEGORY | A | B | C | D |
|----------|-----------------------|------------------------|------------------------|------------------------|
| S-11 | 1260-1 405 (400-1) | 1260-1¼ 405 (400-¼) | 1260-1½ 405 (400-½) | 1260-1¾ 405 (400-¾) |
| CIRCLING | 1420-1 555 (600-1) | 1420-1¼ 555 (600-¼) | 1420-1½ 555 (600-½) | 1420-2 555 (600-2) |

LOUISVILLE INTL ALTIMETER SETTING MINIMUMS

| | A | B | C | D |
|----------|-----------------------|------------------------|------------------------|------------------------|
| S-11 | 1440-1 585 (600-1) | 1440-1¼ 585 (600-¼) | 1440-1½ 585 (600-½) | 1440-1¾ 585 (600-¾) |
| CIRCLING | 1600-1 735 (800-1) | 1600-1¼ 735 (800-¼) | 1600-2 735 (800-2) | 1600-2¼ 735 (800-¾) |

ELEV 865

TDZE 855

0.8% UP

5000 X 75

088° 5.4 NM from FAF

MIRL Rwy 11-29 0

REIL Rwy 11 and 29 0

| | | |
|---------|----------|------|
| APP CRS | Rwy Idg | 5000 |
| 183° | TDZE | 372 |
| | Apt Elev | 372 |

RNAV (GPS) RWY 18

STURGIS MUNI (TWT)

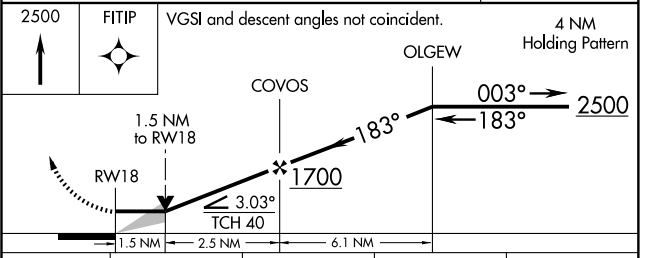
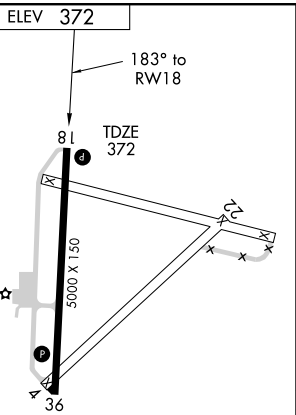
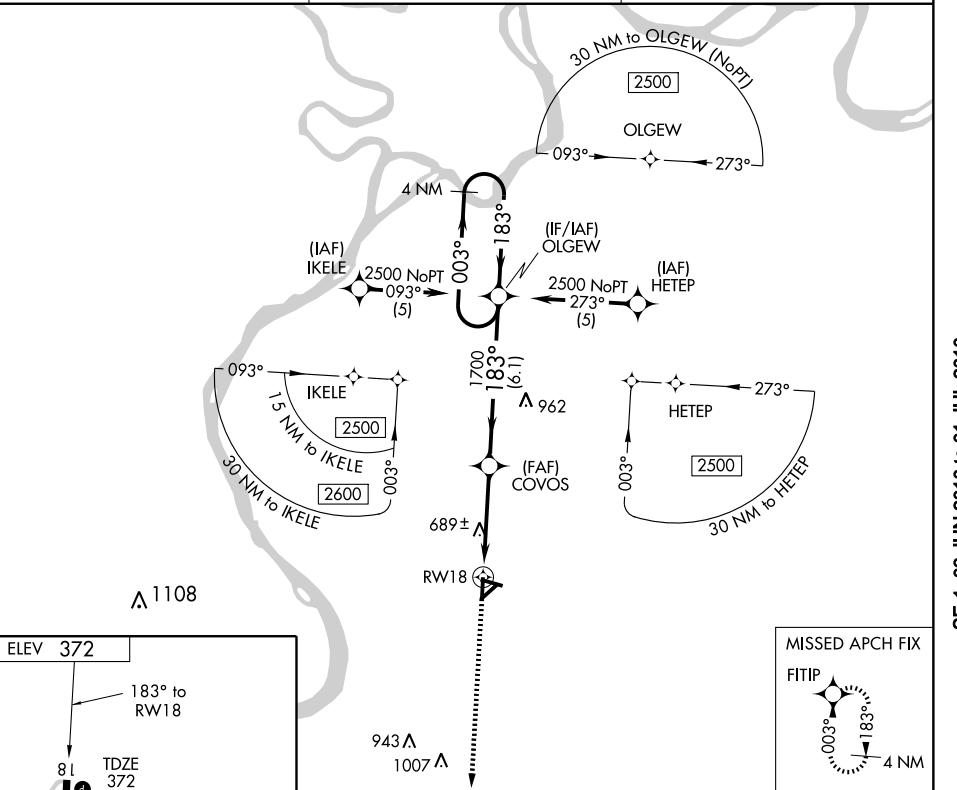
▼

▲ NA

DME/DME RNP-0.3 NA. VDP NA when using Henderson altimeter setting. When local altimeter setting not received, use Henderson altimeter setting and increase all MDA 60 feet and increase LNAV and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct FITIP and hold.

| | | |
|-------------------|-------------------------------------|-------------------------|
| AWOS-3 118.775 | EVANSVILLE APP CON ★ 126.4 226.4 | UNICOM 122.8(CTAF) ① |
|-------------------|-------------------------------------|-------------------------|



| | | | | | |
|--|----------|----------------------|----------------------|-------------------------|------------------------|
| REIL Rwy 18 and 36 ① MIRL Rwy 18-36 ② | CATEGORY | A | B | C | D |
| | LNAV MDA | 940-1 | 568 (600-1) | 940-1½ 568 (600-1½) | 940-1¾ 568 (600-1¾) |
| | CIRCLING | 940-1 568 (600-1) | 960-1 588 (600-1) | 1000-1¾ 628 (700-1¾) | 1000-2 628 (700-2) |

SE-1, 03 JUN 2010 to 01 JUL 2010

| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 49217 W36A | APP CRS 003° | Rwy Idg TDZE Apt Elev | 5000 372 372 |
|--|------------------------|-----------------------------|---|

RNAV (GPS) RWY 36

STURGIS MUNI (TWT)

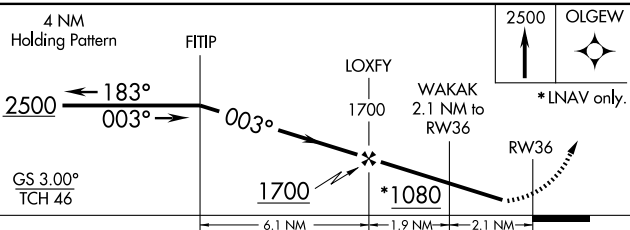
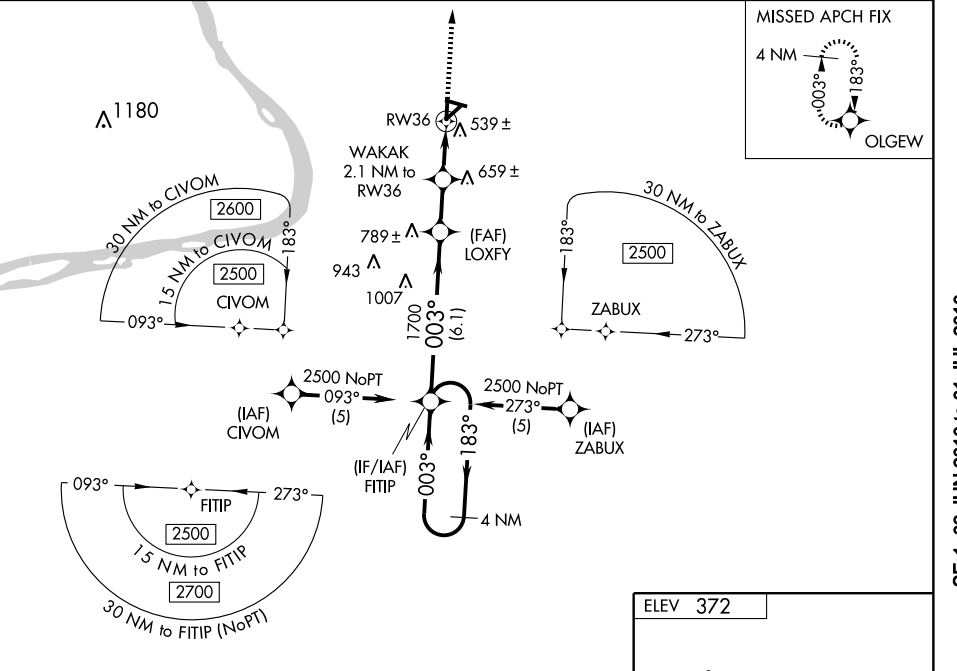
▼

▲ NA

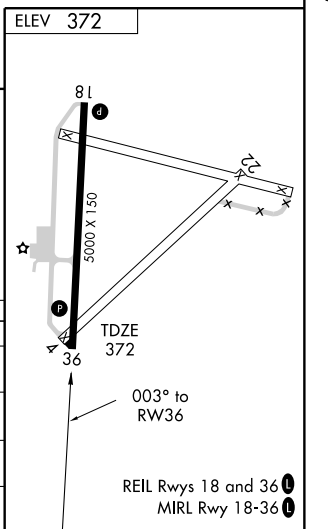
Baro-VNAV NA when using Henderson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Henderson altimeter setting and increase all DA 50 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct OLGEW and hold.

| | | |
|--------------------------|--|--------------------------------|
| AWOS-3 118.775 | EVANSVILLE APP CON ★ 126.4 226.4 | UNICOM 122.8(CTAF) 1 |
|--------------------------|--|--------------------------------|



| CATEGORY | A | B | C | D |
|--------------|-----------------------|---------------------------|---------------------------|--------------------|
| LPV DA | 657-1 285 (300-1) | | | |
| LNAV/VNAV DA | 900-1 528 (600-1 3/4) | | | |
| LNAV MDA | 900-1 528 (600-1) | 900-1 1/2 528 (600-1 1/2) | 900-1 3/4 528 (600-1 3/4) | 900-2 528 (600-2) |
| CIRCLING | 900-1 528 (600-1) | 960-1 588 (600-1) | 1000-1 628 (700-1 3/4) | 1000-2 628 (700-2) |



SE-1, 03 JUN 2010 to 01 JUL 2010

APP CRS
029°

Rwy Idg
TDZE
Apt Elev

4000
1033
1036

RNAV (GPS) RWY 4

TOMPKINSVILLE-MONROE COUNTY (TZV)

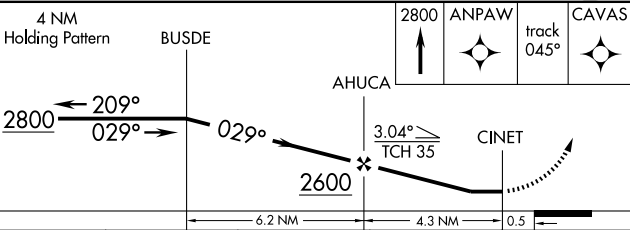
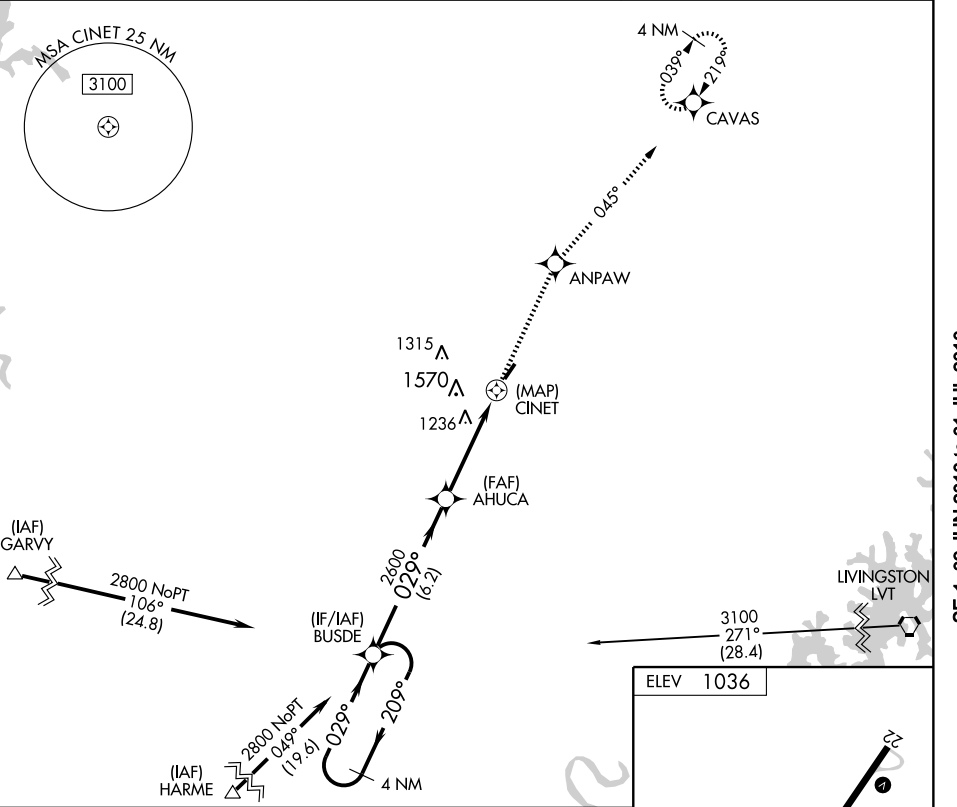
⚠

NA

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Livingston, TN altimeter setting. When not received, use Glasgow altimeter setting.

MISSED APPROACH: Climb to 2800 direct ANPAW and via track 045° to CAVAS and hold.

| | | |
|------------------------------|-------------------------------|--------------------------|
| LIVINGSTON AWOS-3 126.175 | MEMPHIS CENTER 132.1 263.1 | UNICOM 122.8 (CTAF) 0 |
|------------------------------|-------------------------------|--------------------------|



| CATEGORY | A | B | C | D |
|----------|--------------------|---|----------------------------|----|
| LNAV MDA | 1660-1 627 (700-1) | | 1660-1 3/4 627 (700-1 3/4) | NA |
| CIRCLING | 1680-1 644 (700-1) | | 1680-1 3/4 644 (700-1 3/4) | NA |

ELEV 1036

TDZE 1033

MRL Rwy 4-22 0

REIL Rwy 4 and 22 0

SE-1, 03 JUN 2010 to 01 JUL 2010

| | | |
|--|------------------------|---|
| WAAS CH 56314 W22A | APP CRS 218° | Rwy Idg TDZE 4000 Apt Elev 1036 |
|--|------------------------|---|

RNAV (GPS) RWY 22

TOMPKINSVILLE-MONROE COUNTY (TZV)

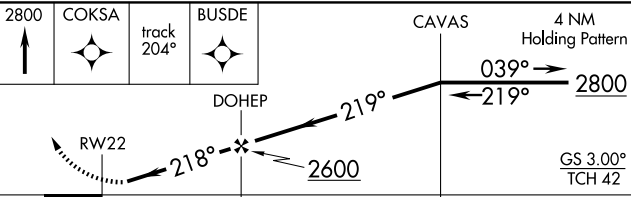
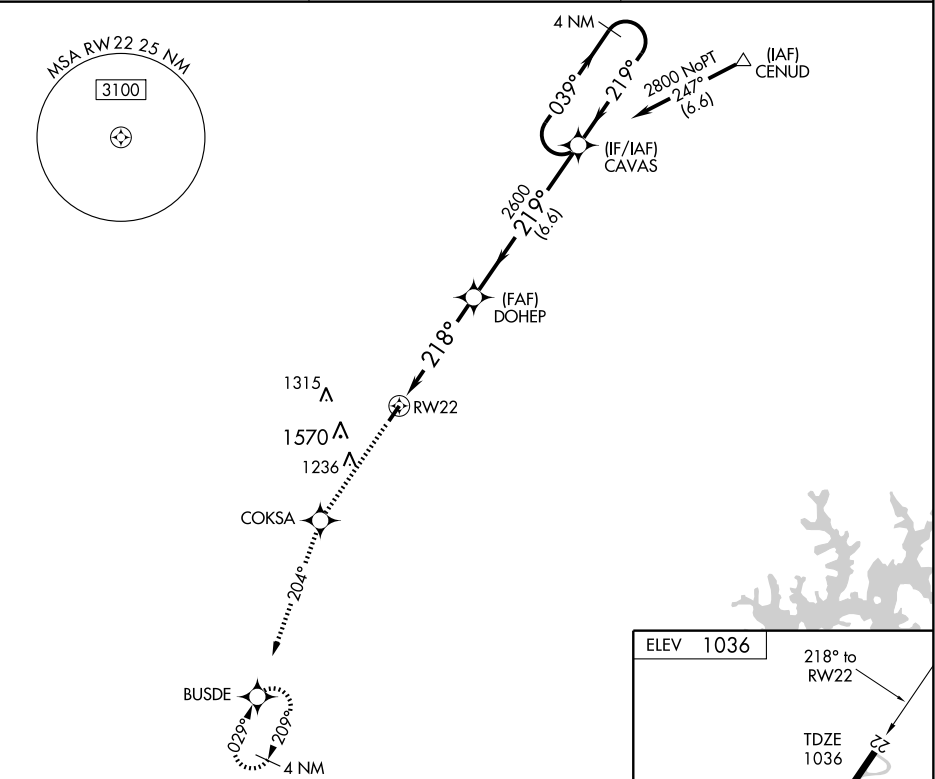
▼

NA

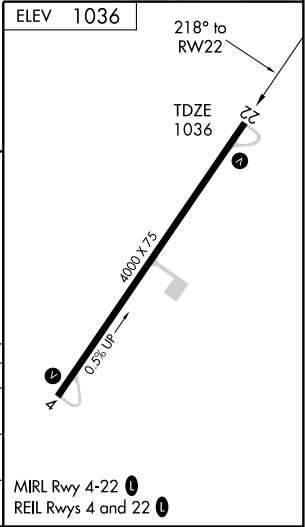
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Livingston, TN altimeter setting. When not received, use Glasgow altimeter setting.

MISSED APPROACH: Climb to 2800 direct COKSA and via track 204° to BUSDE and hold.

| | | |
|-------------------------------------|--------------------------------------|-------------------------------|
| LIVINGSTON AWOS-3 126.175 | MEMPHIS CENTER 132.1 263.1 | UNICOM 122.8 (CTAF) |
|-------------------------------------|--------------------------------------|-------------------------------|



| CATEGORY | A | B | C | D |
|----------|----------------------|----------------------|---|----|
| LPV DA | 1391-1¼ 355 (400-1¼) | | | NA |
| LNAV MDA | 1680-1 644 (700-1) | 1680-1¾ 644 (700-1¾) | | NA |
| CIRCLING | 1680-1 644 (700-1) | 1680-1¾ 644 (700-1¾) | | NA |



| | | | |
|--|------------------------|-----------------------------|---|
| WAAS CH 53312 W02A | APP CRS 023° | Rwy Idg TDZE Apt Elev | 5500 1168 1178 |
|--|------------------------|-----------------------------|---|

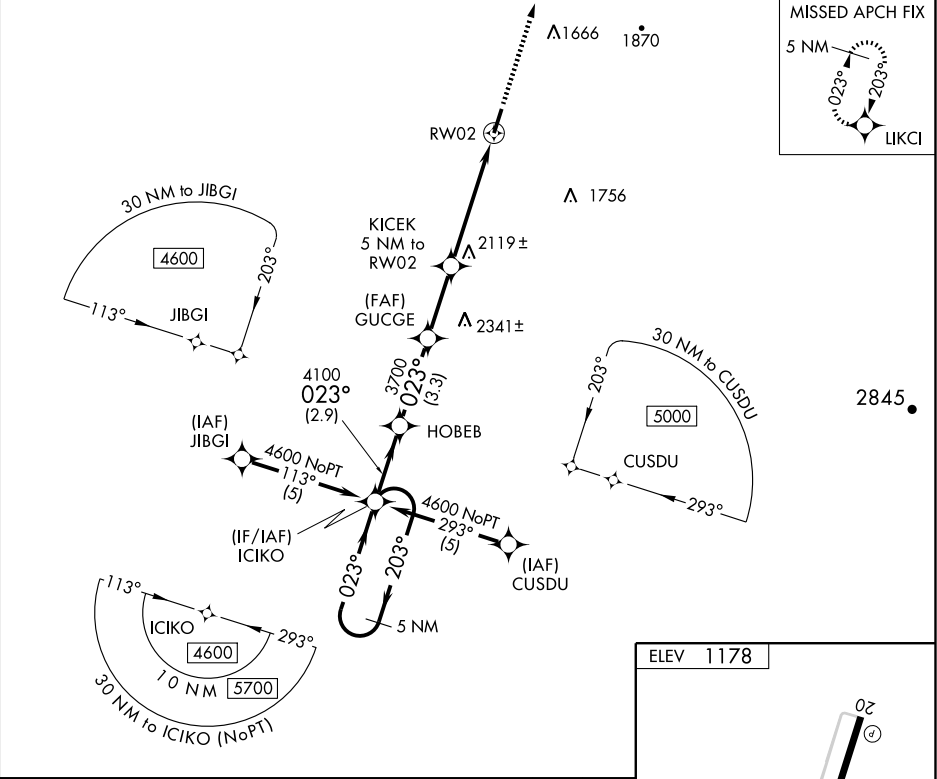
RNAV (GPS) RWY 2

WILLIAMSBURG-WHITLEY COUNTY (W38)

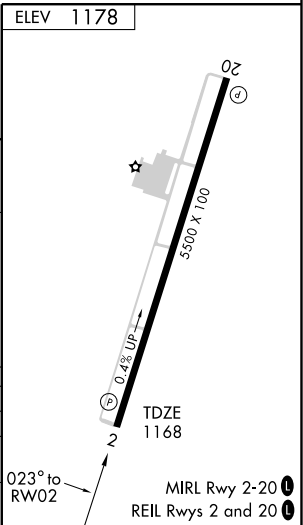
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use London-Corbin Arpt-Magee Fld altimeter setting and increase DA 48 feet and MDA 60 feet. Circling to Rwy 20 NA at night.

MISSED APPROACH: Climb to 4000 direct LIKCI and hold.

| | | |
|--------------------------|---|---------------------------------|
| AWOS-3 119.575 | INDIANAPOLIS CENTER 124.625 371.925 | UNICOM 122.7 (CTAF) 0 |
|--------------------------|---|---------------------------------|



| | | | | | | |
|-----------------------|---------------------------|--|---------------------------|--|----------------------|-------|
| 5 NM Holding Pattern | | | | | 4000 | LIKCI |
| 4600 ← 203° 023° → | | | | | *LNAV only. | |
| GS 3.00° TCH 35 | | | | | RW02 | |
| ICIKO | | | | | *2800 | |
| HOBEB | | | | | 3.5 NM to RW02 | |
| GUCGE | | | | | 3700 | |
| KICEK 5 NM to RW02 | | | | | 2.9 NM | |
| 3700 | | | | | 3.3 NM | |
| 2800 | | | | | 2.7 NM | |
| 1.5 | | | | | 1.5 | |
| 3.5 NM | | | | | 3.5 NM | |
| CATEGORY | A | | B | | C | |
| LPV DA | 1418-1 | | 250 (300-1) | | | |
| LNAV MDA | 2380-1¼ 1212 (1300-1¼) | | 2380-1½ 1212 (1300-1½) | | 2380-3 1212 (1300-3) | |
| CIRCLING | 2380-1¼ 1202 (1300-1¼) | | 2380-1½ 1202 (1300-1½) | | 2380-3 1202 (1300-3) | |

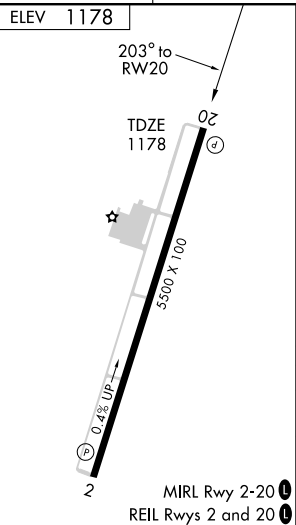
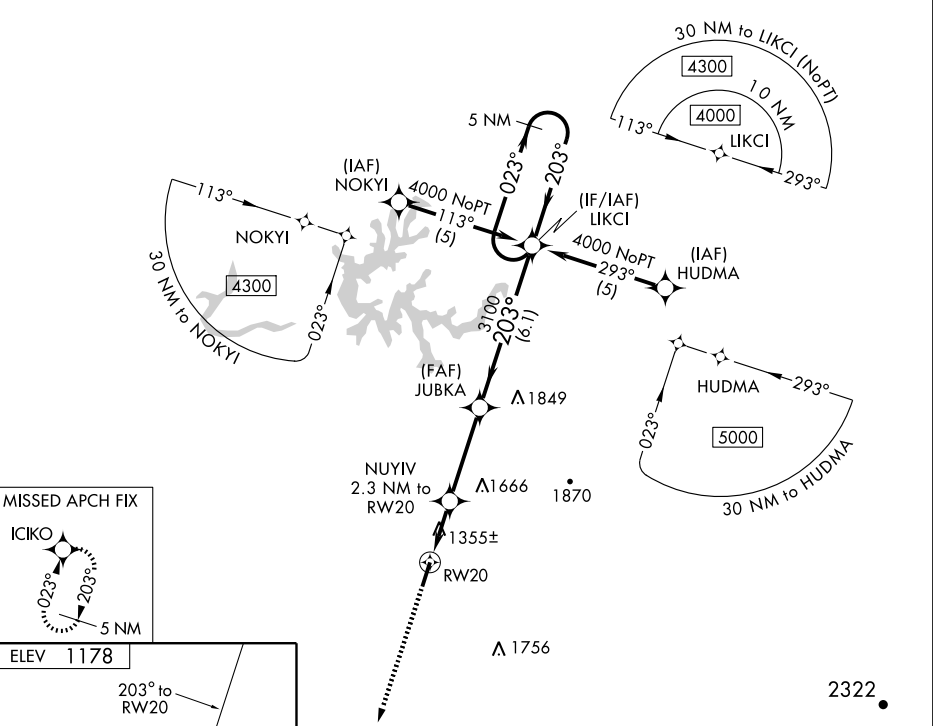


| | | | |
|----------|---------|----------|------|
| WAAS | APP CRS | Rwy Idg | 5500 |
| CH 70403 | 203° | TDZE | 1178 |
| W20A | | Apt Elev | 1178 |

▼ If local altimeter setting not received, use London-Corbin Arpt-Magee Fld altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. VDP NA when using London-Corbin Arpt-Magee Fld altimeter setting.

▲ MISSED APPROACH: Climb to 4600 direct ICIKO and hold.

| | | |
|-------------------|--|--------------------------|
| AWOS-3 119.575 | INDIANAPOLIS CENTER 124.625 371.925 | UNICOM 122.7 (CTAF) 0 |
|-------------------|--|--------------------------|



| | | | | |
|-------------------|------------------------|---|---|----------------------|
| 4600 | ICIKO | VGSI and RNAV glidepath not coincident. | LIKCI | 5 NM Holding Pattern |
| *RNAV only. | NUYIV 2.3 NM to RWY 20 | JUBKA 3100 | 203° | 4000 |
| *1.4 NM to RWY 20 | *1940 | 3100 | GS 3.00° TCH 45 | |
| 1.4 NM | 0.9 | 3.5 NM | 6.1 NM | |
| CATEGORY | A | B | C | D |
| LPV DA | 1614-1½ 436 (500-1½) | | | |
| LNAB MDA | 1680-1 502 (600-1) | | 1680-1½ 502 (600-1½) | |
| CIRCLING | 1680-1 502 (600-1) | | 1680-1½ 1960-2 502 (600-1½) 782 (800-2) | |

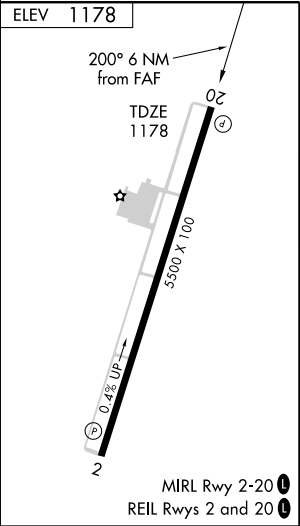
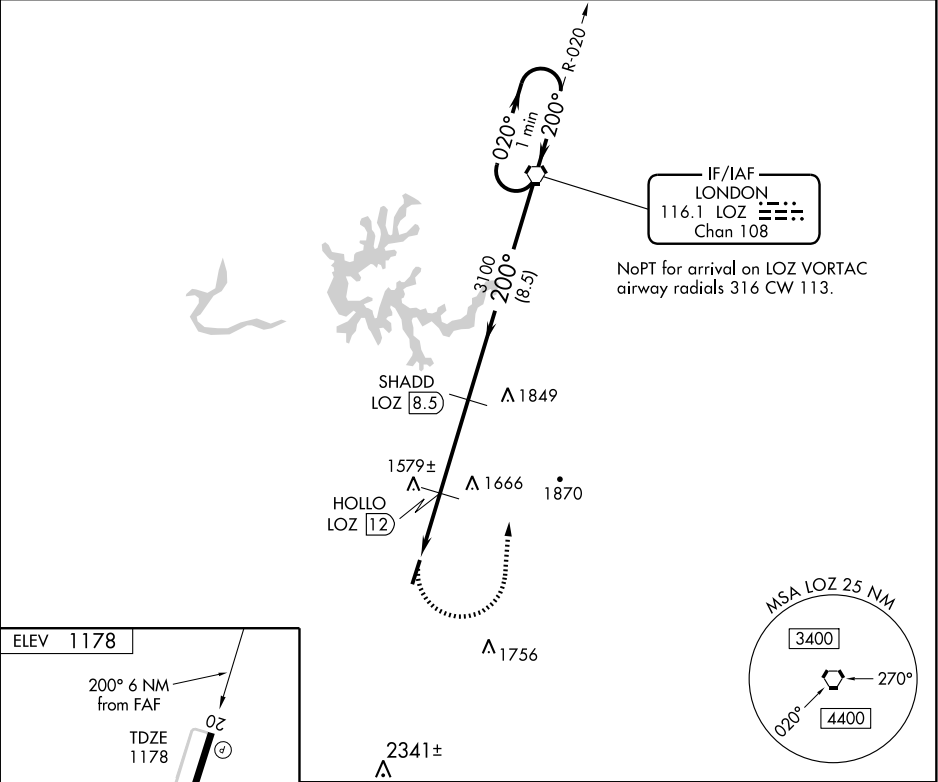
| | | | |
|------------|---------|----------|------|
| VORTAC LOZ | APP CRS | Rwy Idg | 5500 |
| 116.1 | 200° | TDZE | 1178 |
| Chan 108 | | Apt Elev | 1178 |

VOR/DME RWY 20
WILLIAMSBURG-WHITLEY COUNTY (W38)

Visibility reduction by helicopters NA. Straight-in/Circling Rwy 20 NA at night.
When local altimeter setting not received, use London-Corbin Arpt-Magee Fld altimeter setting and increase all MDA 60 feet and increase S-20 Cats. C and D and Circling Cat. C visibility ¼ mile.

MISSED APPROACH:
Climbing left turn to 4000
direct LOZ VORTAC and hold.

| | | |
|-------------------|--|--------------------------|
| AWOS-3 119.575 | INDIANAPOLIS CENTER 124.625 371.925 | UNICOM 122.7 (CTAF) 0 |
|-------------------|--|--------------------------|



| | | | | |
|----------------------------|--------|-------------|-------------------------|-----------------------|
| One Minute Holding Pattern | | | | |
| VORTAC | | | | |
| 020° → 3300 | | | | |
| ← 200° | | | | |
| 200° | | | | |
| 3100 | | | | |
| 2000 | | | | |
| 2.98° TCH 30 | | | | |
| 2.5 NM 3.5 NM 8.5 NM | | | | |
| CATEGORY | A | B | C | D |
| S-20 | 1840-1 | 662 (700-1) | 1840-1¾ 662 (700-1¾) | 1840-2 662 (700-2) |
| CIRCLING | 1840-1 | 662 (700-1) | 1840-1¾ 662 (700-1¾) | 2060-3 882 (900-3) |